

VOTING ON DEMANDS FOR GRANTS—(contd.)

DEMAND II—PUBLIC WORKS—(contd.)

PRESIDENT : When the House adjourned yesterday, it was discussing item No. 139 on page 2 of motions on Demand No. II. We will resume the discussion now.

Motion No. 139—(contd.)

MR. S. J. NAIR (Nedumangad) : Sir, yesterday while opposing the motion.....

PRESIDENT : Is the Honourable member going to re-open the item? I think the House had started and there was a member who seconded it.

MR. S. J. NAIR (Nedumangad) : Mr. K. Padmanabhan moved it and I opposed it. But I did not conclude my speech then.

PRESIDENT : I must call the Deputy President, who was presiding then, to my aid.

MR. T. K. VELU PILLAI (Trivandrum - Urban) : What I understood was that Mr. S. J. Nair had completed his speech. I am sorry to have to remind Mr. S. J. Nair that—

MR. S. J. NAIR (Nedumangad) : I have to obey the ruling of the Deputy President. I do not grumble.

PRESIDENT : It is very noble.

MR. K. SANKARAN (Kartikapalli I) : Sir, I support the motion that is brought forward by Mr. Padmanabhan; and in doing so, I wish to make a few observations. It has been the experience of some of us when we stressed the communal claim, that the officers who belonged to the so-called unrepresented communities are taken to task for it.

MR. K. KUNJUKRISHNA PILLAI (Quilon I) : May I know from the member who takes to task?

MR. K. SANKARAN (Kartikapalli I) : Yesterday one member who opposed this motion very vehemently condemned the Excise Commissioner who had absolutely nothing to do with this motion.

MR. S. J. NAIR (Nedumangad) : May I know from the member whether it is justified under the circumstances?

MR. K. SANKARAN (Kartikapalli I) : I am not here to decide that. There is no case now here against the Excise Commissioner.

MR. S. J. NAIR (Nedumangad) : May I know from the member whether he has gone into the list of appointments made by the Excise Commissioner?

MR. K. SANKARAN (Kartikapalli I) : It is not within my province to scrutinise the list of appointments made by the Excise Commissioner or, for that matter, by any other officer in the State.

MR. S. J. NAIR (Nedumangad) : May I know from the member whether he has gone into the list of promotions made by the Excise Commissioner?

PRESIDENT : I rule that question out of order. Will the member proceed?

MR. K. SANKARAN (*Kartikapalli I*): Whenever the claims of the unrepresented communities are brought to the notice of the Government, so much is said about efficiency, competency and all the rest of it. Whenever an initial appointment of the post of a clerk or so comes up before Government, there should not be any question of efficiency or inefficiency. When vacancies arise for initial appointments, the question of qualification alone should be taken into consideration and chances and preference should be given to communities which are less represented in the public service. That is my point.

MR. POTTAYIL S. KRISHNA PANICKAR (*Shertala II*): Does the member mean to say that efficiency need not be taken into consideration when making initial appointments?

MR. K. SANKARAN (*Kartikapalli I*): I am sorry that the member has misunderstood me. My only point was that qualifications should be considered and not that efficiency should not be considered. When vacancies arise, the only question to be considered is whether the qualifications prescribed by Government are fulfilled. If such a candidate who belongs to a least represented community is an applicant for a post in the public service, I submit that his claims should be given preference over those of other candidates who are more represented in public service.

If that candidate is given a fair chance and found to be unfit, there will be absolutely no complaint if he is dismissed or sent away from service. The only point is that every community should be given a fair chance to take part in the administration. There is no question of community when a candidate has already got into service. Once he is in the service, his further prospects should be determined by merit, efficiency and all those things. It is only in regard to the initial recruitment that this communal question should be considered. Otherwise those communities who are already labouring under several disabilities cannot have a fair representation in the service. It is only to press that aspect of the question that this motion is brought forward. I may say, now that the recommendations of the Public Service Recruitment Committee are under the consideration of the Government, Government should as early as possible arrive at a satisfactory solution which would solve once for all this very nasty and vexed though vital question.

MR. S. J. NAIR (*Nedumangad*): May I know from the member whether the report of the Public Service Committee is not liked by the public?

MR. K. SANKARAN (*Kartikapalli I*): I may tell the member that I am not possessed of all the information about the views of the public in general on this particular matter.

MR. K. R. ELENKATH (*Kalkulam I*): I rise to oppose the motion and; in doing so, I have to bring to the notice of this House that, when the

[Mr. K. R. Elenkath.]

question of communal representation itself is very doubtfully adopted either by the Government or by the members of this House, such a narrowing of the vision to particular establishments in particular departments is not at all commendable. The object of this motion seems to be that, in the establishment of the Chief Engineer's Office, the principle of communal representation should be observed according to arithmetical calculation. Sir, if this motion is accepted, we would be sacrificing not only a general principle with regard to communal representation, but an unhealthy atmosphere will be created all around, and not only the heads of departments or the administrative head, but even smaller officers under whom similar establishments have to run will be in embarrassment. For all these reasons, I strongly oppose this motion.

MR. M. K. MADHAVAN PILLAI (*Karunagapalli*) : സർ, ഉദ്യോഗത്തിനായുള്ള വർഗ്ഗീയമായോ ജാതീയമായോ ഉള്ള സംഗതികളെ അടിസ്ഥാനപ്പെടുത്തി ആയിരിക്കാൻ പാടില്ല എന്നാണ് എന്റെ അഭിപ്രായം. അതായത് അടിസ്ഥാനപ്പെടുത്തി ഉദ്യോഗം നൽകിവരുന്നതുകൊണ്ടാണ് ഈ രാജ്യത്ത് ക്ഷോഭങ്ങളും പലവിധ കഷ്ടപ്പാടുകളും ഉണ്ടായിക്കൊണ്ടിരിക്കുന്നത്. അതിനാൽ ഈ സംഗതി കൗൺസിലിന്റെ ശ്രദ്ധയിൽ കൊണ്ടുവരാതിരിക്കുന്നതാണ് ഉത്തമമായിട്ടുള്ളത്. (ഹീയർ, റീയർ)എന്റെ ഈ അഭിപ്രായത്തോടു എല്ലാവരും യോജിക്കുമെന്നുള്ള വിശ്വാസത്തോടു കൂടി ഈ പ്രമേയത്തെ ഞാൻ എതിർക്കുന്നു.

MR. T. K. VELU PILLAI (*Trivandrum-Urban*) : Sir, I wish to say a word in support of the motion. I certainly agree with some of my friends who took part in the discussion that the chief consideration that should weigh with the Government in the recruitment of officers is efficiency. If Mr. Padmanabhan or Mr. Sankaran or anybody else tried to rest his case on the communal ticket merely, in disregard of the rules of efficiency, I should have opposed the motion. To my mind, Sir, the position taken by Mr. Sankaran and Mr. Padmanabhan is most reasonable. For, they did not want to do away with the rules of efficiency. On the other hand, Mr. Sankaran, for example, made it clear that, in case certain people have the requisite qualification with regard to literacy, physical ability and moral strength, because I think efficiency comprises all these, then and then alone do they want the question of communal representation to be taken up. Sir, the State should take note of particular individuals and not of communities. For example, there will be difficulties created if communities as such are taken note of. Take the Ezhavas. There are Hindu Ezhavas, and in places like Neyyattinkara there are Christian Ezhavas, though it may look like contradiction in terms.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*) : May I know whether it is the view of the member that the most efficient candidate should be selected for each post as it occurs?

MR. T. K. VELU PILLAI (*Trivandrum—Urban*): Certainly there is no doubt about that. My friend Mr. Kunjukrishna Pillai does not, to my mind, mean to say that there are no efficient men in particular communities. I do emphasise the necessity for efficiency.

MR. S. J. NAIR (*Nedumangad*): May I know from the member whether he supports communal representation on the population basis?

MR. T. K. VELU PILLAI (*Trivandrum—Urban*): Sir, I throw myself on your protection. What is the justification for any member of this House standing up and asking me to answer a point which I did not raise? But the question having been raised by the member and permitted by the Chair, I am prepared to answer. I am not certainly in favour of representation on the basis of the communal strength.

PRESIDENT: I had at the earliest opportunity emphasised upon the attention of the House the need for as few interruptions to speakers in possession of the House as is consistent with the dignity of the House itself but I am sorry to say that, having been watching the proceedings during the last and the current sessions, my appeal has not produced that effect which I had anticipated. I therefore implore Honourable members once more not to interrupt members merely for the sake of interruption and not to place a speaker in an embarrassing position by losing the thread of his thoughts; but if there is any question which is relevant and on which further light is sought to be obtained, or on which further elucidation is needed, surely every Honourable member of this House has got the right to get up and ask for that information. But I may advise him to wait until the member has finished, so that, if there are any further questions to be put, the member will do well to address those questions for his own information. But I certainly do not like the idea of constant interruptions. The Deputy President was therefore right in seeking the protection of the Chair and I therefore had to emphasise it once more. I know I have been a bit tolerant; but even toleration has a limit.

MR. T. K. VELU PILLAI (*Trivandrum—Urban*): I have nothing more to add except to repeat my position so that no misunderstanding can arise. It is that efficiency is the most important consideration, but if any member of any community has got the requisite qualification so far as efficiency goes, the claims of unrepresented communities may be recognised.

MR. N. ABDUR RAHIMAN SAHIB (*Nominated*): Sir, I rise to support the motion of Mr. Padmanabhan. I agree with him in thinking that in the P. W. Department sufficient encouragement is not given to educationally backward communities. It would be conceded that the P. W. Department is a big department. There is a big establishment in the Chief Engineer's office. There are various Executive Engineers' offices. There is the recently started irrigation branch. And in all these we can hardly find a sufficient number of members of backward communities being appointed. Time and again it has been pointed out on the floor of this House that this grievance of the backward communities is not redressed and yet we find that the old order of things continues. Even as regards the people already in the P. W. Department, they are not given their legitimate promotions. I am very sorry to observe that

[Mr. N. Abdur Rahiman Sahib.]

the only Muslim P. W. Officer in the department, who entered it about 20 years ago is still rotting there as a Section Officer. Though the irrigation branch was started recently and he himself was an applicant for an Assistant Engineer's place, his claims were not considered. I am making use of this opportunity to emphasise this fact. Even in the clerical establishment it is a pitiable sign to note that the number of candidates from the educationally backward communities—I mean the Ezhavas and Muslims and others—can be counted on one's fingers. In the Chief Engineer's office I understand that one Muslim undergraduate was appointed about ten years ago. Ever so many appointments were made during the last ten years and I am very sorry to say that the claims of Ezhavas and Muslims were not adequately considered by the department. With these few observations, I have great pleasure in supporting the motion before the House.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): I beg to support the motion. In doing so, I associate myself entirely with the views expressed by Mr. T. K. Velu Pillai. If the requisite of efficiency is satisfied, that is to say efficiency is satisfied, that is to say efficiency for a particular office, my submission is that Government should make it a point to see that as far as possible the existing inequalities in representation are done away with.

MR. G. NILAKANTAN (*Nominated*): I support the motion. The appointments in the Public Works Department are not made for the sake of efficiency at all. The appointments are made by the officers in consideration of merely the caste to which the appointing officers belong. As a matter of fact, if communal representation is recognised, there will be greater efficiency. For instance, take the case of the Kammalas. They are by birth, by taste and by profession fit to be taken in the Public Works Department. But what do the Public Works authorities do? They are not employed in the Electrical Department where they will be more useful. They are not recruited even as the maistries in the P. W. Workshop. When appointments are made, it is not the Kammala that is appointed, though he is the best fitted for the post, but others who have absolutely no taste at all that are appointed. So, for the sake of efficiency, I would suggest to Government that appointments should be made with an eye to communal representation. Take for instance, the case of the Pulaya. He is the best man to be the head of the coolies, but he is not appointed as a head-cooly. Some other man who is not at all a good cooly is appointed as the head-cooly now. There are hundreds of posts of maistries and the best men fitted for the posts are the Kammalas and not one of those posts is given to them. I therefore support the motion.

RAO SAHIB S. PARAMESVARA AIYAR (*Nominated*): On a point of order, Sir. Motion No. 139 refers to the establishment, permanent and temporary, of the Chief Engineer's Office. The discussion is now being carried on with regard to the establishment in all

the branches of the Public Works Department. I am therefore suggesting that the discussion should centre round the staff in the Chief Engineer's Office and it is for that purpose that I am raising this point of order.

PRESIDENT : The discussion on all the employees in the Public Works Department is going on. Perhaps it is based on the logic that if appointments in the Chief Engineer's Office are equitably distributed amongst the various communities, it would have been done so in the subordinate offices also. I can see no other logic.

MR. E. V. KRISHNA PILLAI (Pathanamthitta) : Sir, I wish to bring to the attention of the Chief Engineer and also the Government the fact that nepotism is going on in certain sections of the Department. And so if the House can accommodate one who does not speak on behalf of any particular community, but on behalf of justice, it is the cause of those who are victims of a policy of nepotism pursued by various sections and branches of the department and who belong to all communities in the State that I wish to advocate. In regard to the Water Works branch of the Department, much injustice is being perpetrated; and recently the claims of certain hands, who were serving that branch even from its very inception, were passed over in favour of certain others who are fresh recruits to the Department. The Chief Engineer should do well to scrutinise the appointments made. The persons appointed in the place of Switch Board operators, three of which places are made permanent just now, are far junior to some others and the Chief Engineer should see whether the claims of those who were serving in such capacities were considered by the authorities when permanent hands were appointed to the places. What I understand, Sir, is that three hands who are one way or the other connected with either the Personal Assistant to the Chief Engineer, or to the Executive Engineer in charge of that branch, were able to steal a march over those who have got the best claims.

PRESIDENT ; I think we have discussed this question sufficiently.

MR. G. B. E. TRUSCOTT (Chief Engineer) : Sir, I oppose the motion. My submission is, all things being equal, the members of unrepresented communities or poorly represented communities could naturally be given preference. We do not know from which community the Maistries, Head coolies and such other officers are employed in the Division and Electrical Division Offices. I wish to protest against the unjust remarks made regarding my Personal Assistant with reference to the appointment of the Switch Board operators. My Personal Assistant had nothing whatever to do with their appointments. I made the appointment on the recommendations of the Division Officer direct. I consulted the Acting Divisional Officer; but before finally deciding I also consulted the Permanent Divisional Officer, who is on leave. In making appointments, Sir, consideration of efficiency should weigh more than communal representation.

MR. K. PADMANABHAN (*Chirayinkil I*): Sir, the object of moving this motion was only to draw the attention of the Government to the fact that in making appointments in the Public Works Department, due consideration should be given to the claims of the members of unrepresented or inadequately represented communities. My point was, and I emphasise that again, that without considering efficiency or qualification, appointments should not be given to any member of any community. Having due regard to the qualification, whether general or technical, required for particular posts, when vacancies arise in the various branches of the department, the claims of those communities who are not adequately represented in that branch should be favourably considered. I am sorry to observe that my motion has given rise to a very heated discussion in this House. It was answered by the Chief Engineer that the claims of unrepresented communities would be looked into and that no particular community would be allowed to predominate in the service. In view of this answer given by the Chief Engineer and also in the hope that, in future, when vacancies arise in the Department, he will take particular care with regard to the claims of the inadequately represented communities, I do not press the motion. I beg leave to withdraw it.

The motion was, by leave, withdrawn.

Motion No. 140.

PRESIDENT: The next item is Motion No. 140. I am afraid that it cannot come under that head. In judging the admissibility of these motions, one has to go into the relevancy of the object with which the motion is brought forward to the particular grant under which the motion is made. In this case, Honourable members will see from the agenda, the object is to discuss the working of the Department. Well, a discussion on that subject has to come under the major head of "Direction" and it cannot therefore come under a minor head. The Honourable member, if he wants to move it, should do so in appropriate time.

The following motion was not therefore moved:

MR. A. THANU PILLAI:

140. To reduce the allotment of Rs. 33,394 for establishment (Permanent and Temporary) by Rs. 10.

PRESIDENT: We will now pass on to motion No. 141.

Motion No. 141.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*): Sir, I move:—

To reduce the allotment of Rs. 3,600 for travelling allowances by Rs. 5.

The object of the motion is to bring to the notice of Government the neglect of branch roads with special reference to Chirayinkil.

Sir, the Government in their Administration Report for 1108 say that they have for a long time recognised the importance of good communication and the need for their steady development. I submit that it is only true of the trunk roads of the State. But it is not true of the branch roads especially roads, in the rural parts of the country. The necessity for the construction of roads in the rural parts is not engaging the serious attention of Government. With regard to that matter, Government do not follow any steady policy. Even in the Budget for 1110, there are not adequate provisions for the construction of roads in the country parts. Throughout the State there are ever so many roads to be newly constructed, there are roads the construction of which has been begun but are left half-finished. By taking up the construction of certain roads and leaving them unfinished, the Government have wasted a good lot of money. It may be on account of the recommendations of the Road Boards that the construction of certain roads had been taken up 3 or 4 years ago, but on account of the recommendation of the Retrenchment Committee, Road Boards have been abolished and the construction of roads has not been taken up. This state of affairs is really deplorable. The roads in the rural parts will facilitate communication from village to village and from rural centres to urban areas. It will facilitate the easy transportation of agricultural products. Government are totally indifferent to the needs of the people in the rural parts. On the other hand, they are ready to take up very big schemes, high-sounding schemes such as the Pallivasal Hydro-Electric Scheme and so many other electric schemes which require a large amount of money. They can find funds for those schemes. At the same time, they are not in any way able to satisfy the humble needs of the people in the rural parts. It is a very pitiable state of affairs, Sir.

Taking the case of the taluk of Chirayinkil, there are half-finished roads such as the Kallambalam—Karettu road, Kilimanoor—Madavur Road, Attingal—Dalavapuram road and Airoor—Chirakkara road; the construction of these roads has been taken and left half way and thereby there is a wastage of Government money. There are also certain roads for the construction of which investigations have been made, but they do not take up the construction because they say there are no funds. They are Avanavancherry - Ailom road, Pallikkal—Velinalloor road, Gnekaud - Nadayara road, Kappil—Edava road, and the road from the 17th mile stone, T. Q. Road up to Walakaud. There are also some roads to be newly constructed.

Then I must say a word with regard to the travelling done by the Chief Engineer and his subordinate officers. If the Chief Engineer and his subordinate officers had done enough of travelling work, of course, they would have come to realise the urgent need of the people in the rural parts in regard to the construction of roads, the necessity of roads, etc.

PRESIDENT : (after ringing the bell) This is the warning bell, It means you must finish in one minute.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*): It is not because they are averse to travel but because there are not good roads to go along in the interior parts of the country. The Chief Engineer cannot walk through the roads, but he can travel in a motor car for which the existing roads are not suitable.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Sir, I rise to a point of order. I say, I *can* walk.

PRESIDENT: Did you walk into this Hall?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Yes, Sir, (*Laughter*.)

MR. S. NILAKANTA PILLAI (*Chirayinkil II*): Sir, Mr. Truscott can walk; but the Chief Engineer cannot walk. The matter of inspecting roads is entirely entrusted to the poor Section Officers. As a result of their investigation, the Section Officers send up their estimates; but when they reach the Chief Engineer, who is all-engrossed in high-sounding and mouth-filling schemes relating to towns, they are not cared for at all. With these words, I place the motion before the House.

MR. S. J. NAIR (*Nedumangad*): Sir, from the budget estimate for the coming year we find that, while the allotment for the Town Planning Scheme in the town of Trivandrum is Rs. 4,18,082, the allotment for communications and original works for the whole State is only Rs. 3,62,170. A comparison of these figures will show clearly the pitiable situation, in the matter of communications, so far as the bulk of the people of Travancore is concerned. Sir, Trivandrum is not Travancore. The people of Travancore are not the people living in the Trivandrum town. The taxpayers to the Government of Travancore are not, in the main, the officers and others residing in the Trivandrum town.

So far as my taluk is concerned, it comprises an area of about 300 and odd square miles inhabited by more than one lakh of people. Sir, year after year, month after month, day after day, we have been waiting at the gates of the Chief Engineer, at the gates of the Executive Engineer, at the gates of the Assistant Engineer, at the gates of the Section Officer, to get our grievances redressed in the matter of communications for our taluk.

PRESIDENT: Evidently the maistries have no gates. (*Laughter*.)

MR. S. J. NAIR (*Nedumangad*): Sir, there are very few roads in our taluk, and even those few roads are not useful for vehicle traffic, since the allotment for their maintenance is very inadequate. There are various traces that remain to be profitably converted into cartable roads. There is, for instance, the Kallara-Aravipuram trace, which is only about 6 miles in length. It is a very important trace constructed by the people of the locality at a cost of over Rs. 5,000; and if it is converted into a cartable gravelled road, it will be of great use to the people of seven *pakuthies* of the taluk forming practically more than half the total population of the taluk. The people have been requesting the department as well as the Government, for the last so many years,

to take up this village road, 'as the department would call it, and to maintain it in proper condition. But, neither the department nor the Government have done anything in that direction up till now.

Similarly, in regard to the Pirappancode--Pothencode trace, a distance of about 5 miles, our request, to the department and to the Government to make it cartable, has not been granted so far.

The Karipur trace, about three and half miles long, is also in need of attention. The Aruvikara trace, only about two and a half miles in length, is very necessary for the people of Nedumangad for getting good water for drink and bath, which, I hope the Government will agree, is an absolute necessity for every human being. Sir, in order to supply good water, for bathing and drinking purposes, to the people of the Trivandrum town, from Aruvikara, Government have ungrudgingly spent lakhs and lakhs of rupees. But, when the people of Nedumangad, for the same purpose of getting good water for drinking and bathing from the same Aruvikara demand to get two miles of cartable road, it is denied to them.

Some money has already been spent on the Chittar road, which is about 8 miles long; but it has been neglected. Three miles of the road have yet to be completed and, for that reason, the road is not properly made use by the people.

One word more about the P. W. D. toll-gates in Nedumangad. Sir, Nedumangad is very unfortunate in the matter of unjust opening of these toll-gates. Within a distance of two furlongs from the public offices in Nedumangad town, there are three toll-gates, so that the people cannot come into the town or go out of it without paying toll. There is another P. W. D. toll-gate in the taluk on the M. C. Road at a distance of about 9 miles from Nedumangad town. I would suggest in connection with the levy of P. W. D. toll-gate fees from people of Nedumangad taluk that it would even be better, if a kind of "Poll Tax" is imposed on the people of Nedumangad taluk in order that they may be saved from these "toll-gates."

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*): Is it the member's suggestion that the works in Nedumangad must be treated as Capital Works?

MR. S. J. NAIR (*Nedumangad*): May I answer, Sir?

PRESIDENT: Mr. Edavanatt Padmanabha Menon.

MR. EDAVANATT S. PADMANABHA MENON (*Shertala I*): I support the motion of Mr. Nilakanta Pillai. I cannot agree with him in his statement that the Chief Engineer cannot walk; because I personally know that he is very much alive and active. He has achieved something almost superhuman so far as my constituency is concerned. He with me waded through the knee-deep sand in the hot sun. Ordinarily, officers do not care to visit our place. But I was able to show him round and to convince him of the needs of my constituency; and he was able to walk with me throughout and we appreciate his

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sympathy. I must thank the Dewan-President and the Chief Engineer; because, when they came to Alleppey and Shertala they were personally convinced of the neglected condition of these tracts; and the Dewan announced that the wants of the locality were long overdue and deserved immediate looking into. Sir, my submission is that, although we have had such promises in the past, Government have not actually been able to fulfil any of them because of the lack of a consistent policy. A perusal of the budget will show that the allotment for rural development is only Rs. 4 or 5 lakhs. That is certainly a small amount compared with the local needs of the country. It is therefore high time for the Government to chalk out a constructive policy, to formulate a definite scheme of work and to earmark specific amounts every year so that the needs of the various localities could be met in the course of five or ten years. At present the people living in the few towns are getting all the amenities of civilised life, whereas the people in important industrial and agricultural centres do not get even their bare necessities. Sir, the region between Thottapalli and Aroor is very unhealthy and full of loose land. There are no proper means of communication. Above all, there is lack of good drinking water which is an absolute necessity for all human beings. It is not a matter which can conveniently wait till the finances of the country improve and till the Financial Secretary comes before us with a large surplus budget. Somehow or other, money must be found for the absolute necessities of the people. My submission is that a modern Government is not worthy of its existence if they are not able to provide necessities of life to its people. If necessary they must effect rigorous cuts in their expenditure. In this connection, I fail to understand how the Government are not able to realise the importance of the isolated region lying between the Alleppey and the Cochin Harbours, and bounded on the east by the Vembanad Lake and on the west by the Arabian Sea. It is a region which, in the words of one of our former Dewans, the late Mr. Watts, should be opened up with a network of canals and cross-roads. Sir, if we provide proper means of communication in this region, there is immense possibility of expansion of trade, industry and agriculture which can be exploited for the general benefit of the people of the State.

I shall just refer to one or two incomplete works. Nearly Rs. 9 lakhs have been spent on the Alleppey—Shertala Canal, and one fine morning the Government stopped work saying that it is not worth-while completing it. Sir, such wisdom ought to have dawned on the Government earlier and not after an expenditure of nine lakhs of rupees of public money. This canal, Sir, will be very useful to the agricultural population of the State. As such, the work should be resumed.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*). I wish to point out that the difficulty experienced by the people on account of the lack of proper means of communication in rural areas is mostly

due to the power now vested in the Financial Secretary, (who knows very little about the importance of the various roads or the order of their importance,) to cut down allotments for Public Works in order to show a balanced budget, or to provide funds for items which he thinks are unavoidable.

MR. T. K. VELU PILLAI (*Trivandrum-Urban*): Has the Financial Secretary the power to do that?

PRESIDENT: Mr. Kunjukrishna Pillai is perhaps speaking of the convention.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): Yes, Sir. As a matter of fact, that is what is being done. If we look into the Travancore map, we find large tracts without any means of communication whatsoever. I shall just point out two roads in my constituency which are typical of the result of the lack of definite policy in the matter of public works. In regard to the Kelapuram-Puzapalli road, I have been able to convince the Head of the Administration as well as the Chief Engineer that there is absolutely no means of coming to a road unless the inhabitants of the locality walk at least six miles. There is no road in any direction which is not at least six miles away from the place. The first section of Kellapuram-Puzapalli road, which is intended for that locality, has been finished, and a small amount was provided for the second section in the Budget for last year, a paltry sum of Rs. 1,000. But, in the Budget now before the House, the so called surplus budget, a budget which is claimed to be a prosperity budget, the Budget for 1110, even that paltry sum has been cut off. Sir, the people who came in deputation here saw the amount of money that was being spent for just one furlong of a road in Trivandrum, and naturally said that if one fourth of that money was allotted for their needs they could all have been satisfied (*Hear, hear.*) Under such circumstances, Sir, it is no wonder that there is so much wrangling and discontent among the people. Is it not the duty of Government to remove such discontent on the part of the people?

Then, there is the Quilon-Mukhathala road. All that I have said with regard to the Kelapuram-Puzapalli road, applies with equal force to this road.

I would suggest that the whole matter may be left to the Chief Engineer. He may be given a lump sum and asked to determine the order of priority with regard to these roads. He is in a much better position to understand it and do it in a sensible and logical manner. With these words, I support the motion.

MR. K. PADMANABHAN (*Chirayinkil I*): Sir, I have very great pleasure in supporting the motion before the House. I am all the more glad because it enables me to speak a few words with regard to the particular needs of my constituency. It is a unanimous complaint among the non-official members of this House that, when questions are asked as to why the needs of rural parts are not attended to, the answer was want of funds. But at the same time it is surprising that Government

[Mr. K. Padmanabbhan.]

spend enormous sums of money in other directions. It is also surprising to find that Government create all sorts of imaginary offices for the purpose of being conferred upon their favourites.

Speaking about my constituency, Sir, there is a road three-fourths of a mile long from the Ariyattakunnu camp-shed. That road is in a very dilapidated condition. Memorials and petitions have been sent to the Chief Engineer as well as to Government. One and a half years ago the former Dewan, Mr. Austin, visited the place. The people of that place assembled and gave a petition to him. The Dewan accompanied them and personally inspected the spot. He was convinced of the dilapidated condition of the road. A particular complaint with regard to that road is that the Warkala canal is close to that road and during the rainy season the whole road is practically washed into the canal with the result that the traffic both by road and by canal is obstructed. The Dewan ordered that prompt action should be taken in the matter. I wonder why no action has been taken in regard to that as yet.

Again, Sir, there is the Gnekkad-Nadayara road. Nadayara is a commercial centre. That road is also in a very miserable condition and it is not attended to. During the last budget session, I asked an interpellation about the contemplated road from Nilakkamukku to Kayikara ferry in Chirayinkil taluk. In answer to that, the Chief Engineer said that an estimate had been prepared for its construction in the year 1920 or so, and that there was a budget allotment for that purpose. But somehow or other the work was not done. And when I asked him why it should not be proceeded with, the usual reply of want of funds came. Further, immediately after the budget session the revenue subordinates of that taluk conducted a survey and when we asked them for what purpose it was they said that they were doing it at the instance of the Public Works Department. That survey has been finished; but nothing has come out of it. I would request the learned Chief Engineer to pay his attention to these local needs of Chirayinkil taluk. I therefore support the motion.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): I support the motion. I regret, Sir, that I have to observe that to branch roads are not devoted that amount of attention which they really deserve. I do not blame that trunk roads are given greater attention. My complaint is that the branch roads are practically neglected. It is the branch roads that are more useful for the agriculturist to market his commodities. Let me refer to certain roads in my constituency about which there have been memorials addressed to the Chief Engineer for a long time. First, there is the Koovapadi-Perumbavur village road. It is practically under water for about three months in the year. It is an old village road and can be converted into a first-class cart road with very little funds, but nothing has been done so far. Some small culverts should be constructed and the road level should be raised in certain places. This point has been brought to the notice of the P. W. D. for a long

time. Next, there is the Kuruppanpadi-Kodanad road which, with some small amount, could be made into a first-class cart road. But the department is doing nothing. Then there is the Thannipuzhai-Thottuvai trace which is a village road running through Cheranalloor, the centre of *ceta* mat industry. Interpellations were asked in this House whether the P. W. D. were going to convert it into a cart road. The Chief Engineer then said that, as soon as funds permit, that road will be made into a cart road. Funds do not seem to have permitted it yet. These village roads that I mentioned are more useful than the main trunk road to the agriculturist to market his commodities. My submission is that the department is not bestowing practically any attention upon these branch roads and village roads. In Appendix B where a detailed estimate for the year 1110 for the P. W. D. is given, we find that only a sum of Rs. 16,939 is allotted under the head 'traces' for the whole State. This is too small a sum for the purpose. More attention could be devoted to old traces which I call the village roads and also the branch roads which connect the important places with main roads. For these reasons I support the motion.

At this stage the President left the Hall and the Deputy President occupied the Chair.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): സർ, രാജ്യത്തിന്റെ നാനാഭാഗങ്ങളിലുമുള്ള ബ്രാഞ്ചറോഡുകളുടെ താല്ക്കാലികസ്ഥിതി വളരെ കഷ്ടാവസ്ഥയിലാണെന്നുള്ള സംഗതിയെ സംബന്ധിച്ച് ഇവിടെ പലരും പ്രസ്താവിച്ചുകഴിഞ്ഞു. ഈ ദൃശ്യമായ എല്ലാ അഭിപ്രായങ്ങളോടും ഞാൻ പൂർണ്ണമായി യോജിക്കുന്നു. ഈ വിധത്തിലുള്ള ഒരു സ്ഥിതി വന്നു ചേർന്നതിനുള്ള പ്രധാനകാരണം ഈ ഡിപ്പാർട്ടുമെന്റിന് ഈ വിഷയത്തിൽ സ്ഥിരമായ ഒരു നയം ഇല്ലാതിരിക്കുന്നതുകൊണ്ടാണ്. മൈനർ ഇറിഗേഷൻ ബ്രാഞ്ചും പൊതു മരാമത്തും ഈ ഡിപ്പാർട്ടുമെന്റിന്റെ രണ്ട് ശാഖകളാണ്. മൈനർ ഇറിഗേഷൻ പദ്ധതി രൂപീകരിച്ചുകാലത്ത് ഒരു പ്രത്യേകനയം ഗവണ്മെന്റ് സ്വീകരിച്ചിട്ടുണ്ട്. ഒരു വർഷത്തിൽ നിശ്ചയിക്കുന്ന ഏതെങ്കിലും ജോലി ആ വർഷത്തിൽതന്നെ വല്ല കാരണവശാലും ആരംഭിക്കാതെയോ പൂർത്തിയാകാതെയോ വരുന്നു എങ്കിൽ ആ തുകയെ റിസർവ് ഫണ്ട് ആയി കരുതേണ്ടമെന്നും ആ തുക അടുത്ത വർഷത്തിൽ ആ ജോലിക്ക് തന്നെ ക്ലിപ്തമായി വിനിയോഗിക്കേണ്ടമെന്നും നശ്യമായിട്ടുണ്ട്. ഇതുപോലെയുള്ള ഒരു നയം പൊതു മരാമത്ത് വകുപ്പിൽ പ്രതിവർഷം അനുവദിച്ചുകിട്ടുന്ന റോഡുകൾക്കും മറ്റുമായി ബഡ്ജറ്റിൽ നീക്കിവയ്ക്കുന്ന സാധ്യതയെ സംബന്ധിച്ചും ഗവണ്മെന്റ് സ്വീകരിക്കുന്നപക്ഷം അതു പൊതുജനങ്ങൾക്ക് വളരെ ആശ്വാസകരമായിരിക്കുന്നതാണ്. പൊതുജനങ്ങളുടെ പലകാലത്തെ ശ്രമം

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[Mr. T. P. Velayudhan Pillai.]

ലംകൊണ്ടാണ് ഏതെങ്കിലും ഒരു വർഷത്തിൽ ഒരു പ്രത്യേകജോലിക്കു ബഡ്ജറ്റിൽ ഒരു സംഖ്യ ചേർന്നത്. അങ്ങിനെ അനുവദിച്ചുകിട്ടുന്ന തുക ഡിപ്പാർട്ടുമെന്റ് മേലധികാരികളുടെ അശ്രദ്ധയാലോ അജ്ഞാതമായ മറ്റു വല്ല കാരണങ്ങളാലോ ആ ജോലിക്ക് വിനിയോഗിക്കുന്നതിന് ചില അവസരങ്ങളിൽ സൗകര്യപ്പെടാതെ വരുന്നുണ്ട്. ആ ജോലിക്കു അടുത്തവർഷത്തെ ബഡ്ജറ്റിൽ ചിലപ്പോഴെല്ലാം യാതൊരു വ്യവസ്ഥയും ഉൾപ്പെടുത്താതെയും കാണുന്നുണ്ട്. പല ഡിപ്പാർട്ടുമെന്റുകളിലും സുസ്ഥിരമായ ഒരു നയം ഗവണ്മെന്റു സ്വീകരിച്ചുകാണുന്നില്ല. അതുകൊണ്ട് മൈനർ ഇറിഗേഷൻ പദ്ധതിയിൽ ഗവണ്മെന്റു സ്വീകരിച്ചിരിക്കുന്ന നയം പൊതുവായതല്ല വകുപ്പിനെ സംബന്ധിച്ചും നിർബന്ധമായി സ്വീകരിക്കണമെന്നുള്ളതാണ് എന്റെ അഭിപ്രായം. അനുവദിച്ച തുക ചിലവായില്ലെങ്കിൽ റിസർവ്വ് ചെയ്ത് ആക്കി നീക്കിയെന്നുപക്ഷം ആ തുക ഉപയോഗപ്പെടുത്തി അടുത്ത വർഷത്തിലേക്കിലും പ്രസ്തുതജോലി തീർത്തുകിട്ടുമെന്നു ജനങ്ങൾക്ക് ആശിക്കാവുന്നതാണ്.

റോഡ് ബോർഡിനെ സംബന്ധിച്ച ഞാൻ അയച്ചിരുന്ന നമ്പർ ൨൦ നമ്പർ പ്രശ്നത്തിന് മന്ത്ര് മേ ൨൮-ാംനം എനിക്കു ഗവണ്മെന്റിൽനിന്നും ലഭിച്ചിട്ടുള്ള മറുപടി ഇപ്രകാരമാണ്.

"The question of reviving the Boards is under the consideration of Government."

അതേ ഉത്തരത്തിന്റെ മറ്റൊരുഭാഗത്തു് ഇങ്ങിനെ പറയുന്നു.

"The Road Boards have not been abolished. They have only been temporarily suspended as the recommendations made by the Boards during the time they were functioning have provided enough work to be carried out for some years to come."

ഇതു് ആവശ്യവും സ്വീകാർത്ഥമല്ലാത്തതുമായ ഒരു മറുപടിയാണെന്നുള്ളതിൽ സംശയത്തിനവകാശമില്ല. മന്ത്രി ൨൦-നുമുമ്പ് റോഡ് ബോർഡിൽനിന്നും നിർദ്ദേശിച്ചിട്ടുള്ള റോഡുകളെ സംബന്ധിച്ചുള്ള ജോലികളാണുപോലും ഇപ്പോഴും തുടർന്നുകൊണ്ടിരിക്കുന്നത്. ഇതിനുശേഷമുള്ള കാലാവസ്ഥയിനിടക്ക് പ്രാദേശികമായ താല്ക്കാലികാവശ്യങ്ങളുടെ സ്വഭാവവും മറ്റു പരിതസ്ഥിതികളും സാരതരമായി മാറിയിട്ടുണ്ടെന്നുള്ള വസ്തുത അധികൃതന്മാർ വിസ്മരിക്കുന്നതു ആക്ഷേപാർഹമാണ്. അതുകൊണ്ട് വളരെക്കാലത്തിനുമുമ്പ് റോഡ് ബോർഡിൽനിന്നും ലഭിച്ചിട്ടുള്ള നിർദ്ദേശങ്ങൾ അനുസരിച്ച് ഡിപ്പാർട്ടുമെന്റ് ജോലി തുടർന്നുകൊണ്ടിരിക്കുകയാണെന്നുള്ള സമാധാനം ശരിയല്ല. അതിനാൽ ഇന്നത്തെ കാലസ്ഥിതിക്കനുയോജ്യമായി ഓരോ പ്രദേശത്തിലുള്ള ആവശ്യങ്ങളെ ഗവണ്മെന്റ് മനസ്സിലാക്കി ആവക ജോലികൾ ചെയ്യുന്നതിനാ

ൺ ശ്രമിക്കേണ്ടതു്. അതിലേക്കു് പറ്റയ റോഡബോർഡനെ പുനരഭ്യർത്ഥിക്കണമെന്നു് ഞാൻ അഭിപ്രായപ്പെട്ടുകൊള്ളുന്നു. ഈ പുനരഭ്യർത്ഥന രാജ്യത്തിന്റെ നാനാഭാഗങ്ങളിലും നേരിട്ടിരിക്കുന്ന ഗതാഗത സൗകര്യം സംബന്ധിച്ച കാര്യങ്ങളിൽ ഏതേതുജോലികൾക്കാണ് ഡിപ്പർട്ടുമെൻറിന്റെ ശ്രദ്ധ പ്രഥമമായും പ്രധാനമായും പതിയണമെന്നുള്ളതിന്നു് ധാരാളം സഹായമായിരിക്കുന്നതാണു്. മുൻ പ്രസ്താവിച്ച സംഗതികൾ ഗവണ്മെൻറിൽനിന്നും സഭയം ആലോചിച്ചു് കാലവിളാബമന്ത്രേ പ്രായോഗികമാക്കണമെന്നു ഗവണ്മെൻറിനെ ഉൽബോധിപ്പിച്ചുകൊണ്ടു് ഞാൻ ഉപരേഖപത്തെ ഹാർദ്ദമായി പിൻതാങ്ങുന്നു.

MR. N. K. KRISHNA PILLAI (*Neyyattinkara I*): On a point of order. Mr. Sambasiva Aiyar is occupying the Deputy President's Chair.

DEPUTY PRESIDENT: I do not take notice of it now. If any member occupied a chair different from that allotted to him and rises to speak I shall take notice. Ordinarily chairs are reserved for particular individuals and perhaps civility may require that each individual should occupy his own seat.

MR. POTTAYIL S. KRISHNA PANICKAR (*Shertala II*): I have very great pleasure in supporting the motion moved by the Honourable member for Chirayinkil. In doing so, I wish to make a few observations in regard to the particular needs of the constituency of which I happen to be a member. Shertala is admitted on all hands to be one of the most backward taluks from the point of view of means of communication. The policy followed by Government in regard to the needs of Shertala is not at all consistent. At one time the Government will think of opening a canal right up from Shertala to Alleppey. After spending a few lakhs of rupees upon that, they will one fine morning abandon that idea and afterwards think of constructing a network of roads and in pursuance of that laudable decision they may here and there cut a few miles of roads and leave the matter there unfinished.

Thanks to the late lamented Dewan Mr. Watts; we have got a road from Alleppey to Aroor. In order to make that road more useful and advantageous to the people of the locality, we want a network of other branch roads to be constructed, as it were, to form the feeder roads. Times out of number we have been making representations both to the head of the department and to the head of administration that funds should be allotted for constructing more branch roads. Hitherto we have not been very successful to move the authorities concerned in the matter. Now and then a sum of Rs. 4,000 or Rs. 5,000 is sanctioned for constructing a road a furlong or two long. In pursuance of the policy of constructing a network of roads and as

[Mr. Pottayil S. Krishna Panickar.]

a result of the constructin of the Alleppey — Aroor road, the construction of another important road was begun, I mean the Shertala — Arukutty road lying through the island of Pallipuram. That road has been completed for the last 3 years and it is not made fit for vehicles on account of the absence of a small bridge at Poochakkal. That has been brought to the notice of the Government many a time. Has the Chief Engineer provided funds for the construction of that bridge? I am sorry to note—

DEPUTY PRESIDENT : The question of bridges does not arise from this motion.

MR. POTTAYIL S. KRISHNA PANICKAR (Shertala II): I am not talking on bridges proper. I am trying to bring out the uselessness of that road on account of the absence of the bridge. A bridge is part of a road.

DEPUTY PRESIDENT: Some roads lead through bridges. But all that I wanted to say is that the member may merely mention that by way of passing and not refer to it in detail.

MR. POTTAYIL S. KRISHNA PANICKAR (Shertala II): So I earnestly draw the attention of the head of the department to see that the necessary bridge is constructed and the road made available for the convenience of the people.

MR. N. E. VARUGHESE (Tiruvalla I): A point of order.

സർ, ഇവിടെ വാദവിഷയമായിരിക്കുന്ന സംഗതിയുടെ പരിധിയിൽ ൧൪൧ മുതൽ ൧൪൯ വരെയുള്ള ഉപക്ഷേപങ്ങൾ ഉൾപ്പെടുന്നുണ്ട്. ഈ ഉപക്ഷേപത്തെ വോട്ടിനിട്ട് പാസ്സാക്കുന്നപക്ഷം മറ്റു മെമ്പർമാർക്ക് അതിനെപ്പറ്റി സംസാരിക്കുന്നതിന് അവസരം നൽകുകയില്ലെന്നാണ് ഞാൻ ഉറപ്പിക്കുന്നത്. അതുകൊണ്ട് ൧൪൧ മുതൽ ൧൪൯ വരെയുള്ള ഉപക്ഷേപ അവതാരകന്മാർക്ക് അവരുടെ അഭിപ്രായം പറയുന്നതിന് അനുവാദം കൊടുക്കുമോ ഇല്ലയോ എന്നാണ് അറിയേണ്ടത്. ഈ ഉപക്ഷേപകർത്താക്കൾക്ക് അനുവാദം കൊടുത്തിട്ടേ മറ്റുള്ളവർക്ക് അനുവാദം കൊടുക്കാൻ പാടുള്ളൂ.

DEPUTY PRESIDENT : The Chair cannot give an undertaking of the nature suggested by the member. Each member ought to take his chance. The rules will be applied in a liberal but legal manner.

MR. K. M. KRISHNAN (Ambalapuzha II): ഞാനും ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നു. എന്റെ നിയോജകമണ്ഡലത്തിലെ ആവശ്യങ്ങളെ ഗവണ്മെന്റിന്റെ ദൃഷ്ടിയിൽ കൊണ്ടുവരണമെന്നുള്ളതാണ് എന്റെ ഉദ്ദേശം. അമ്പലപ്പുഴതാലൂക്കിൽ പറയത്തക്കതായ തോട്ടപ്പള്ളി അത്രർ റോഡിന്റെ ഒരു ഭാഗം മാത്രമേയുള്ളൂ.

ഇന്തേരുപത്തിൽ കുറച്ച് റോഡുകൾ ആലപ്പുഴ ടൗണിലും ഉണ്ട്. ആലപ്പുഴയുടെ കച്ചവടപ്രാധാന്യവും വ്യവസായപരമായ പ്രാധാന്യവും നോക്കുമ്പോൾ അതിന്റെ പരിസരങ്ങളിൽ ഏതാനും റോഡുകൾ എത്രയും വേഗത്തിൽ തീർക്കേണ്ടത് വളരെ ആവശ്യമായി തീർന്നിട്ടുണ്ട്. അൻപതിനായിരത്തിൽപരം തൊഴിലാളികൾ ആലപ്പുഴ ടൗണിൽ ജോലി ചെയ്യുന്നുണ്ട്. അവരിൽ അധികംപേരും ടൗണിന്റെ വെളിയിലുള്ള പരിസരപ്രദേശങ്ങളിൽനിന്നും വരുന്നവരാണ്. അവർക്ക് സഞ്ചാരസൗകര്യം ഇപ്പോൾ താരതമ്യേന കുറവാണ്. ആലപ്പുഴനിന്നും ചേരത്തലക്ക് ഒരു തോട്ടവെട്ടി ഇട്ടിരിക്കുന്നതുകൊണ്ട് തോടിന്നകിഴക്കുവശം പാർക്കുന്നവർക്ക് സൗകര്യമായി ടൗണിൽ വരാൻ നിലവർത്തിയില്ലാതിരിക്കുന്നു. ആലപ്പുഴനിന്നും മൂന്നുമൈൽ വടക്കുഭാഗത്ത് തോട്ടുണ്ട്. അതിന്റെ കിഴക്കുവശത്തുള്ള സ്ഥലം റോഡിന് ഉപയോഗിക്കത്തക്കവിധത്തിൽ പുറമ്പോക്കാണ്. ആ സ്ഥലം റോഡാക്കാമെങ്കിൽ ജനങ്ങൾക്കു വളരെ പ്രയോജനകരവും സൗകര്യവുമായിരിക്കും. ടൗണിനകത്തു് സ്ഥിതിചെയ്യുന്ന പള്ളിക്കൂടത്തിൽ പഠിക്കുന്ന അനേകായിരം വിദ്യാർത്ഥികൾ ഇപ്പോൾ ഈ തോട്ടിനെ ചുറ്റി രണ്ടുമൂന്നു മൈൽ നടന്നിട്ടാണ് പള്ളിക്കൂടത്തിൽ വരുന്നത്. തോട്ടിനു പടിഞ്ഞാറുവശത്താണ് മിക്ക തൊഴിൽശാലകളും പള്ളിക്കൂടങ്ങളും സ്ഥിതിചെയ്യുന്നത്. ഈ തോട്ടിൽ ഒരു പാലം തോട്ടിന്റെ കിഴക്കുവശം പാർക്കുന്നവർക്ക് വളരെ ആവശ്യമാണ്. പാലം ഇല്ലാത്തതുകൊണ്ട് ജനങ്ങൾ വലിയ ബുദ്ധിമുട്ടനുഭവിക്കുന്നുണ്ട്.

MR. K. P. KRISHNA MENON (*Parur*) : I rise to a point of order. I want to know whether the question of bridges can be discussed under this head.

MR. K. M. KRISHNAN (*Ambalapuzha II*) : That is only an incidental matter.

ഈ തോട്ടിന് കിഴക്കുവശത്തുകൂടി ഒരു റോഡുണ്ടാക്കേണ്ടതു വലിയ ആവശ്യമാണ്. ഇവിടെ ഒരു റോഡില്ലാത്തതുകൊണ്ടും വർഷക്കാലത്തു ജനങ്ങൾ വളരെ ബുദ്ധിമുട്ടുന്നു. അതുകൊണ്ട് ചില ക്രാസ്സ് റോഡുകളും അത്യാവശ്യമാണ്. അത്രർ-ആലപ്പുഴ റോഡുവരെ മണ്ണഞ്ചേരിയിൽനിന്നും പടിഞ്ഞാറോട്ട് ഒരു റോഡുണ്ട്. ആ റോഡു കാട്ടൂർ കടപ്പുറംവരെ നീട്ടേണ്ടതുമാണ്. രണ്ടുമൈൽ ദൂരമാത്രമെ ഇതിനു വരികയുള്ളൂ. അതുകൊണ്ട് വലിയ ചിലവുകൂടാതെ ഈ റോഡു ഉണ്ടാക്കാവുന്നതാണ്. ഇതിലേക്കുള്ള പുറംപോക്കസ്ഥലം കഴിച്ചു ബാക്കി ജനങ്ങൾ വിലകൂടാതെ കൊടുക്കാൻ തയ്യാറാണ്.

MR. V. RAMAKRISHNA PANICKAR (*Kartikapalli II*): Sir, I support the motion before the House. The improvement of the means of communication in rural areas is not sufficiently attended to by Government. The officers of the P. W. Department do not generally inspect the branch roads and village roads in the country. They merely pay their attention to the trunk roads of the country which are used by Government servants for circuiting purposes. The officers, when they go on circuit, do not meet the representatives of the people of the taluk and consult them as to the wants of the locality. I would suggest that during their circuits they may meet the leading men of the locality and consult with them as to the needs of the several villages in those places. I think that the taluk of Kartikapalli is very little being attended to in the matter of its communications. It can be said that there is practically only one road which can be considered to be cartable. That also cannot be strictly said to belong to Kartikapalli. Only a portion of the road from Quilon to Alleppey lies in Kartikapalli. That is the only road that is cartable. Representations were being made to Government even from the very start of the old Sri Mulam Popular Assembly by the various representatives as to the improvement of the means of communications in the taluk. There are several roads which require metalling. The Kartikapalli-Kayankulam road, the Haripad-Veeyapuram road and the Haripad-Elangial road stand in need of being metalled. A sum of Rs. 3,000 was allotted in 1106 for improving the Kartikapalli-Kayankulam road and allotments were made for improving other village roads also. These allotments were either allowed to lapse or diverted for other purposes. The above roads may be attended to.

MR. K. R. ELENKATH (*Kalkulam I*): Sir, in supporting this motion, I have to bring to the notice of the Government that not only branch roads in general throughout the State are neglected, but, as a matter of fact, South Travancore has been altogether neglected both in point of original works and in regard to maintenance executed by the Department. I would show by statistics that I am not at all incorrect in making that statement. Sir, taking the State as a whole, I find that during 1108 the total length of communications maintained by the department was 4,399 miles 2,744 ft., of which 3,354 miles 1,636 ft. were main roads and only 1,045 miles 1,108 ft. were village roads.

DEPUTY PRESIDENT: To follow the discussion, may I know from the member what he means by South Travancore?

MR. K. R. ELENKATH (*Kalkulam I*): The Nagercoil and the Trivandrum Divisions according to the P. W. Department.

MR. A. THANU PILLAI (*Trivandrum Rural*): Does the member include Trivandrum also?

MR. K. R. ELENKATH (*Kalkulam I*): Yes. Both Nagercoil and Trivandrum Divisions in general with particular reference to Nagercoil Division.

Taking the total length of communications which has received maintenance from the department I find that in 1108, 3354 miles of main road have been improved during that year, but the total length of communications in rural areas improved or maintained comes to only 1,045 miles. Sir, of this in the Trivandrum Revenue Division including the Nagercoil P. W. Division only 74 miles of village roads have been maintained and even within that, in the Nagercoil Division I find that only 22 miles have been maintained. Coming to other divisions, I find that in the Quilon Division 566 miles have been maintained; in the Kottayam Division 370 and in the Devicoolam Division 33 miles. I want to make the Government understand that not only are the rural areas in Travancore as a whole insufficiently looked after in the matter of maintenance, but when we come to South Travancore the figures show that only a very small length of roads has been cared for by the Government. Then, looking at the amounts spent, I find that in other divisions comparatively large amount have been spent. Taking the Kottayam, Division, we find that the total amount spent on works and repairs or maintenance of roads is Rs. 4,01,063 in the Alwaye Division it is Rs. 2,96,523; in the Quilon Division it is Rs. 4,64,083 Trivandrum Division Rs. 2,75,291; and Nagercoil Division Rs. 1,54,376. At the same time, I will also point out that in the Trivandrum Division large amounts have been spent in the capital as a result of which the rural areas suffer to a large extent. Even including that spent at the capital, we find that the amount spent in the Southern Divisions is comparatively much less than that spent in Northern Divisions. That means that in rural areas very little care is taken either in the maintenance of existing roads or construction of new ones. When we take into account the Road Funds or the revenue collected from tolls etc., we find that South Travancore has contributed a large share, perhaps the largest. The figures of 1107 show that the amount realised from tolls from the Nagercoil Division viz Rs. 1,23,422 is the largest under the head of revenue realised from tolls from the various divisions. I am sorry that owing to want of time which is limited to five minutes I am not able to elaborate further the points to which I have drawn the attention of the House. I strongly support the motion.

DEPUTY PRESIDENT : There is no particular use in mentioning that you have got only five minutes. The House is not benefited by that statement.

The House will now adjourn for an hour and meet again at 2 O'clock.

The House adjourned at 1 p. m. and re-assembled at 2 p. m. with the Deputy President in the Chair.

MR. N. E. VARUGHESE (Tiruvalla I) : സർ, തിരുവനന്തപുരത്ത് ആകെ അന്ധതയുടെ ജനങ്ങൾ താമസിക്കുന്നുണ്ട്. ലക്ഷത്തിൽ ചിലപാനം നഗരത്തിലും, ബാക്കി ഉൾനാടുകളിലുമാണ് താമസിക്കുന്നത്. എന്നാൽ പബ്ലിക് വർക്ക്സ് ഡിപ്പാർട്ടുമെന്റർ ചുമതല ഈ ഉ

[Mr. N. E. Varughese.]

ഉറനാട്ടുകളിൽ താമസിക്കുന്ന ്ലക്ഷം ജനങ്ങളുടെ ആവശ്യങ്ങൾ നിറവേറ്റാൻ ഇതേവരെ ഗവണ്മെന്റ ഒരു സുനിശ്ചിതമായ പദ്ധതിയും ഉണ്ടാക്കിയിട്ടില്ല. ഇങ്ങനെ ഒരു പദ്ധതി ഉണ്ടാക്കാത്തകാലത്തോളം കൂടുതലായി സങ്കടംപറയുന്നവരുടേയും ഉറക്കെ നിലവിളിക്കുന്നവരുടേയും ആവശ്യങ്ങൾ മാത്രമേ ഗവണ്മെന്റ ശരിയായി നിറവേറ്റിക്കൊടുക്കുന്നുള്ളൂ. നഗരവാസികളെപ്പോലെതന്നെ ഉറനാട്ടുകളിലുള്ള ആളുകളും വിദ്യാഭ്യാസവന്നവരായി തീർന്നിട്ടുണ്ട്. അവരുടെ ആവശ്യങ്ങളെപ്പറ്റിയുള്ള ബോധവും അവരിൽ കടന്നു കൂടിയിട്ടുണ്ട്. അവരുടെ ആവശ്യങ്ങൾ നിറവേറ്റിക്കിട്ടുന്നില്ല എന്നുള്ള ഒരു അസുഖം എല്ലാവരിലും വ്യാപിച്ചിട്ടുണ്ട്. ശരിയായ ഒരു പദ്ധതിരൂപീകരിച്ച് ഉറനാട്ടുകാരുടെ ആവശ്യങ്ങൾ നിറവേറ്റിക്കൊടുക്കാത്ത ക്ഷണം, അവരുടെ ആവശ്യങ്ങൾക്ക് ശരിയായ ഒരു കണക്കു പറയേണ്ടതായ ഒരു കാലമുട്ടം ഏറ്റവും അടുത്തുവരുമെന്നാണ് ഞാൻ ഗവണ്മെന്റിനേ ധരിപ്പിച്ചുകൊള്ളുന്നത്. ഉറനാട്ടുകാരുടെ ആവശ്യങ്ങളും, നഗരവാസികളുടെ ആവശ്യങ്ങളും തമ്മിൽ തുലനം ചെയ്ത നോക്കിയാൽ അതിന്റെ കാരണം മനസ്സിലാകുന്നതാണ്. ഇന്നത്തെ സ്ഥിതിയുടെ അടിസ്ഥാനത്തിൽ ഉറനാട്ടുകാരും, നഗരവാസികളും തമ്മിൽ ഒരു മൗനത്തിനുകൂടി ഇടയാകുന്നതുമാണ്. ഈ തലസ്ഥാന നഗരത്തിൽ ഒരു മൈലിന് ൫൦,൦൦൦ രൂപാവിതം ചിലവുചെയ്യുമ്പോൾ നന്നാക്കുന്നതിന് ഏർപ്പാടുചെയ്യുവരുന്നു. ഉറനാട്ടുകാർ ഒരു റോഡ് വീതിവരുത്തിക്കൊടുക്കണമെന്നോ, ഒരു കലക് പണിയിച്ചുകൊടുക്കണമെന്നോ ആവശ്യപ്പെടുമ്പോൾ ഗവണ്മെന്റിനു പണമില്ലെന്നാണു പറയുന്നത്. ഇതു സംഭവിക്കുമായ ഒരു സംഗതിയാണ്. ഉറനാട്ടുകാരുടെ സംരക്ഷണം അധികാരമുള്ള ഉദ്യോഗസ്ഥന്മാരെ അറിയിക്കാൻതന്നെ പ്രയാസമാണ്. ഉറനാട്ടുകളിലെങ്ങും അധികാരമുള്ള ഉദ്യോഗസ്ഥന്മാർ സാധാരണ സർക്കിട്ടുചെയ്യുകയോ അവരുടെ ആവശ്യങ്ങളെ അന്വേഷിക്കുകയോ ചെയ്യുന്നില്ല. ഒന്നാമതും ടി. ബി. യും മറ്റു സുഖസൗകര്യങ്ങളുമുള്ള സ്ഥലങ്ങളിൽ മാത്രമേ അവർ സർക്കിട്ടു പോകുക പതിവുള്ളൂ. അതുകൊണ്ടാണ് ഉറനാട്ടുകാരുടെ ആവശ്യങ്ങൾ അറിയാനും അതനുസരിച്ചു പ്രവർത്തിക്കാനും അവർക്ക് സൗകര്യം ലഭിക്കാത്തത്. സുഖസൗകര്യമുള്ള വല്ലസ്ഥലത്തും അധികാരമുള്ള ഉദ്യോഗസ്ഥന്മാർ വരുന്നു എന്നാൽ സംരക്ഷണപരമായി നാട്ടുകാർ അവിടെ എത്തുമ്പോൾ അവർ മറ്റൊരു സ്ഥലത്തേക്ക് യാത്രയായിരിക്കും. ഉറനാട്ടുകാരുടെ സംരക്ഷണം അവർക്ക്

കണ്ടറിയാൻ സാധിക്കാത്ത കാലത്തോളം അതിനെപ്പറ്റി എത്രതന്നെ പരാഞ്ഞാലും പ്രയോജനമില്ല. ഞാൻ ഈ പ്രസ്താവിക്കുന്നതിന്റെ പലവും അങ്ങനെതന്നെ അല്ലേ എന്നു ഞാൻ സംശയിക്കുന്നു.

ഉൾനാടുകളിലേ റോഡുകൾ മിക്കവാറും ഗതാഗതത്തിനു പ്രയാസമുള്ളതായിട്ടാണ് കാണുന്നത്. നഗരങ്ങളിലുള്ള റോഡുകളേപോലെ ഉൾനാടുകളിലേ റോഡുകൾക്ക് മെറ്റ്‌ലിങ്ക്, വീതികൂട്ടുക, വളവുനിവർക്കുക ഈ വക കാര്യങ്ങൾ ഒന്നുതന്നെ ചെയ്യാറില്ല. ചില റോഡുകളിൽ സാധുക്കളായ ഭാരവണ്ടിക്കാർ വെട്ടുന്ന പാടുകണ്ടിട്ടുള്ളവയ്ക്ക് അറിയാൻ സാധിക്കുകയുള്ളൂ. അധികാരമുള്ള ഉദ്യോഗസ്ഥന്മാർ ആരെങ്കിലും ഇവയുടെ ഈ വക പ്രയാസങ്ങൾ കാണുന്നപക്ഷം അതു പരമർത്ഥമാണെന്നു ബോദ്ധ്യമാകുന്നതാണ്.

സർ, ഞാൻ പ്രതിനിധീകരിക്കുന്ന തിരുവല്ലാതാലൂക്ക് ജനബർഹുജ്ജംകൊണ്ടും, വിദ്യാലയങ്ങളുടെ സമുദ്ധികൊണ്ടും തിരുവിതാംകൂറിന്റെ ഒരു പ്രധാനപ്പെട്ട താലൂക്കാണ്. ഞാൻ ഇന്നലെ ചോദിച്ചതായ ഒരു ചോദ്യത്തിന് ഉത്തരമായ ഗവണ്മെൻറുഭാഗത്തുനിന്നും തന്നെ മറുപടി തിരുവല്ലാതാലൂക്കിൽ ആകെ നൂറ്റിൽ ചിലപാനം മെയിൽ കർഷകന്മാരുടെ റോഡുകൾ ഉണ്ടെന്നാണ്. ആ റോഡുകളിൽ പലതും ഡിപ്പാർട്ട്മെൻറിൽനിന്നും ശരിയായി സംരക്ഷിക്കുന്നില്ല.

MR. CHANGANACHERY K. PARAMESVARAN PILLAI (*Kunnattur cum Pattanapuram*): Sir, I have also sent up a motion with the object of bringing to the notice of the House certain needs of my constituency; and as this opportunity is availed of by other members for discussing their local needs, I may also follow them. My constituency, Sir, is perhaps the largest in area, but the least served in the matter of communications. Various representations were made to the authorities by people residing in different parts of the constituency for more roads, more culverts and more facilities for preventing the paddy lands being flooded by the Kallada river, but no heed seems to have been paid till this moment to any of these complaints. The Pattazhi people have been agitating for a road for several years past, perhaps for the last 15 or 20 years. The road is hardly more than 3 miles in length, the place being only about three miles from the Main Central Road. Similarly, the Ayyarukala people have been praying for the construction of 3 culverts, in a road passing through that village which is known as Kadampanad-Eriathi road, without which culverts it is impossible to make use of the road for wheeled traffic and also for the Government taking over for maintenance, the village road from Eriathi to Kunnattur Sastankottah road passing through Ayyarukala.

[Mr. Changanachery K. Paramesvaran Pillai]

Similarly they have been agitating for some preventive measures in regard to the floods in the Kallada river. Owing to the absence of such preventive measures, the paddy crops are being damaged almost every year by devastating floods. Another requirement of the Ayyarukala people is a ferry over the Kallada river between Puthen and Ayyarukalakizhakekarai which will cost the Government only a very trifling amount of six rupees per month. But nothing has been done in regard to these matters. The Chief Engineer has been good enough to tell us in answer to my interpellation regarding the Pattazhi road that estimates are being prepared. Of course I am grateful to him for at least having given orders for estimates being prepared, after 20 years. But then these estimates after being prepared have to receive administrative sanction of the Government and then funds will have to be allotted for the construction, and I shall not be surprised if it takes another 20 years for the scheme to materialise. It appears to me, Sir, that there is no need for complaining against the Chief Engineer, because the Chief Engineer, cannot build roads without money. Although Rs. 28 lakhs have been allotted for his Department, I find from the budget that only Rs. 49,220 have been earmarked for new roads. Of these 49 and odd thousands, only about Rs. 16,800 are allotted for roads in the whole of Travancore excepting Trivandrum, over Rs. 30,000 having been set apart for Trivandrum municipal town. Under these circumstances, there is no good in blaming the Chief Engineer for not constructing roads. With the Rs. 16,800 budgeted for new roads, he cannot meet the requirements of all parts of the State, not even the 3 mile road which the Pattazhi people need. Therefore what I wish to bring to the notice of the House is that more money ought to be sanctioned. But our demands for more communication and other facilities are always met by the answer "no funds, no funds". We should retrench expenditure by cutting salaries, by applying the axe to such wasteful and uneconomic expenditure as that incurred on the Oottupura and Murajapam, abolish unnecessary appointments, and so on. No heed is paid to any of these suggestions but at the same time the needs of the people are starved. The demands of members for more communications or for other amenities of life, are turned down for want of funds. There are funds, but those funds should be properly economised and spent in the interests of the people. Therefore, I would bring to the notice of Government that the Chief Engineer should be supplied with sufficient funds to adequately meet the requirements of the people in regards to new roads and other facilities for communication and transport.

MR. N. K. KRISHNA PILLAI (*Neyyattinkara I*): Sir, I also support the motion. As observed by Mr. Changanachery Paramesvaran Pillai, things have taken such a turn that members are allowed to take advantage of the motion to ventilate the requirements of their own constituencies. But I shall only refer to one or two instances of indifference or negligence on the part of the Public Works Department which have led to complaints in my taluk. In my taluk, Sir, there is a road

which has recently been developed called the Malayinkil-Ooruttambalam road. There, a bridge has been constructed recently called the Anappad bridge; but during the rains last year a distance of nearly half a furlong along that road near the bridge has been breached on account of the flood. And the consequence is not only does it obstruct traffic during ordinary times, but during the floods it facilitates the mighty rush of water which results in great loss to royts and owners of the paddy fields. This matter was referred to the P. W. D. authorities. I myself spoke about the matter to the local Section Officer, but no step has yet been taken to improve matters.

Sir, then there is another road with very heavy traffic, viz., Neyyattinkara-Pcovar road. Near the first mile of that road for one or two months during the rains the road is submerged under water thus making traffic absolutely impossible. That matter also was brought to the notice of the P. W. D. authorities and no improvement has yet been made as regards that road.

Then there is the Amaravila-Ottasekharamangalam road. That road is an important village road and is one very much availed of by the public. In this road the necessity for a bridge near Ottasekharamangalam over the Chittar is keenly felt by the public. Representations were made repeatedly in the Legislative Council and the Assembly and I myself have represented the matter a number of times to the Government. But no action has been taken to meet this demand.

Sir, the people from one end of the country to the other are crying for more roads and more bridges in rural areas and this House itself has been voicing forth the public demand in succeeding sessions of the Council and the Assembly. Sir, the Government, as seen from the statement of the Financial Secretary, seems to be highly gratified at the idea that the allotment for P. W. D. for the year 1110 has been a record figure. But when we look at the question from the standpoint of the provision for construction of roads in rural areas, then only will we be able to gather the true state of affairs. Sir, permit me to refer to some of the figures for P. W. D. in 1108. When Rs. 18 lakhs was provided under communication, the allotment for original works was only Rs. 5½ lakhs. In 1109, the allotment for original works was Rs. 7 lakhs. For the next year about Rs. 15½ lakhs have been provided under communication out of which only Rs. 3½ lakhs have been earmarked for original works. And then for new roads the allotment is a negligible sum of Rs. 49,220 and this, we have to remember, is for the whole State. So what I want to bring to the notice of the House and the Government is that, viewing from the standpoint of the interests of the rural population, there is no meaning in the statement made in the Financial Secretary's speech that the figure for P. W. D. for this year is a record figure.

Sir, then coming to the South Travancore to which reference was made by Mr. Elenkath, I am perfectly in agreement with the views expressed by him that the least attention is paid to the needs of South Travancore.

M. N. NAIR (Kottayam I) : സർ, ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കാനാണ് ഞാൻ എഴുന്നേറ്റു നിൽക്കുന്നത്. ഈ ഏകാഭിപ്രായമായി ഈ അസംബ്ലിയിലേ അംഗങ്ങൾ അനുകൂലിക്കുന്ന മറ്റൊരു ഉപക്ഷേപം ഉണ്ടായിരിക്കുമെന്ന് തോന്നുന്നില്ല. അതിനുള്ള കാരണം ഈ വിഷയം തിരുവിതാംകൂർ സംസ്ഥാനം ഒട്ടകുള്ള സുകുല ആളുകളും—വിശേഷിച്ചു ഗ്രാമവാസികൾ—അനുഭവിക്കുന്നു എന്നുള്ളതാണ്. അസംബ്ലി നടപടിയും അതിനുമുമ്പുള്ള ശ്രീമൂലം പ്രജാസഭ നടപടികളും നോക്കുന്നതായാൽ തിരുവിതാംകൂർ സംസ്ഥാനത്തിലുള്ള ഗ്രാമവാസികൾക്ക് സഞ്ചാരസൗകര്യമില്ലെന്നു പ്രസ്താവിച്ചിരിക്കുന്നത് ധാരാളമായി കാണാം. ചില സ്റ്റേഷനുകൾ പറ്റാത്തതുകൊണ്ടുപോലെയും കൂടുതൽ സ്വർധനശക്തിയുള്ളവർക്കുമാത്രം റോഡുകൾ സൗകര്യപ്പെടുത്തിക്കൊടുക്കുന്നതു കൊണ്ട് സങ്കടം നീങ്ങുകയില്ല. ശരിയായ ഒരു നയം രൂപീകരിച്ച് കൊല്ലത്തോളം അനുവദിക്കുന്ന തുക ശരിയായി എല്ലാ ഗ്രാമവാസികളുടേയും അത്യാവശ്യം അനുസരിച്ചും അവർ വർ കൊടുത്തുവരുന്ന നികുതിയുടെ കണക്കനുസരിച്ചും ഏതെങ്കിലും ആവക ജോലികൾ നടത്തിക്കുന്നതിന് ഒരു പദ്ധതി രൂപീകരിക്കാത്തപക്ഷം അതിനെപ്പറ്റിയുള്ള സങ്കടം തീരുന്നതല്ല. ഇതിനായി ഗവണ്മെന്റിൽനിന്നും പലപ്പോഴും പല ശ്രമങ്ങളും ചെയ്തിട്ടുണ്ട്. മറ്റു കൊല്ലത്തിനുമുമ്പ് ശ്രീമൂലം പ്രജാസഭയിലെ അംഗങ്ങൾ ചേന്ന് വടക്കൻ ഡിവിഷനിലെ പ്രധാനപ്പെട്ട ജോലികൾക്ക് ഒരു ലിസ്റ്റ് തയ്യാറാക്കി ഗവണ്മെന്റിലേക്ക് അയക്കണമെന്നു നിദ്ദേശിച്ചപ്പോൾ, വടക്കൻ ഡിവിഷനിലെ അംഗങ്ങൾ ചേർന്ന ഒരു ലിസ്റ്റ് തയ്യാറാക്കുകയും, ആ ലിസ്റ്റിൽ മൂന്നാമത്തെ സ്ഥാനം കോട്ടയം-കുമരകം റോഡിന് കൊടുക്കുകയും ചെയ്തിരുന്നു. അതുകഴിഞ്ഞു പത്തു കൊല്ലം കഴിഞ്ഞതാണ് ആ റോഡിലേക്ക് പണം അനുവദിച്ചത്. ആ റോഡ് കോട്ടയം വയ്ക്കും റോഡിന്റെ ഒരു ഭാഗമാണെന്നും ആ റോഡ് തീർന്നാൽ ആലപ്പുഴയ്ക്കുള്ള സഞ്ചാരസൗകര്യം വളരുകയെന്നും ഞാൻ കഴിഞ്ഞകൊല്ലത്തിൽ പ്രസ്താവിച്ചിരുന്നു. എന്നതല്ല, കൊച്ചി ഫാർബർ തീർന്നുകഴിഞ്ഞാൽ തിരുവിതാംകൂറിലെ പ്രധാനപ്പെട്ട സ്ഥലം വേമ്പനാട്ടുകായലിന്റെ ഇരുഭാഗവുമായിത്തീരും. അതിനെപ്പറ്റി ഇപ്പോൾതന്നെ ആലോചിച്ച് വേണ്ടത് പ്രചർത്തിച്ചില്ലെങ്കിൽ അത് ഈ നാട്ടിനു വലിയ നഷ്ടമായിത്തീരുന്നതാണ്.

എഫ്.എസ്. കോട്ടയം-കുമരകം റോഡിന് ൨൦൦൦ രൂപ അനുവദിച്ചിരുന്നു. അതിനെപ്പറ്റി കഴിഞ്ഞകൊല്ലം ഞാൻ പ്രസ്താവിച്ചത് ഈ കണക്കിന് ഈ റോഡ് തീർന്ന് വളരെക്കാലങ്ങൾ വേണ്ടിവരുമല്ലോ എന്നായിരുന്നു. എഫ്.എസ്. റിവൈസ്ഡ് ബഡ്ജറ്റ് അനുസരിച്ച് ഈ കൊല്ലത്തിൽ ൪,൦൦൦ രൂപ ചിലവുവരും

മെന്നേ കണക്കാക്കിയിട്ടുള്ളു. എന്തെന്നെയല്ല കഴിഞ്ഞുകൊല്ലത്തെ എന്റെ പ്രസ്താവനയ്ക്ക് ശിക്ഷയോ എന്ന് തോന്നമാറ് അടുത്തവർഷത്തേക്ക് ൩,൦൦൦ രൂപയേ അനുവദിച്ചിട്ടുള്ളു. അതുകൊണ്ട് രൂപാ അനുവദിച്ചത് ചിലവാക്കാൻ സാധിക്കാതെ ഈ കൊല്ലത്തിൽ അത് നാലായിരം രൂപയാക്കി എങ്കിൽ അടുത്തവർഷത്തിൽ രണ്ടായിരം രൂപാ ചിലവാക്കിയാൽ മതിയല്ലോ? ചീഫ് എഞ്ചിനീയറോടു എനിയ്ക്ക് നന്ദിപറയാനുണ്ട്. അദ്ദേഹം തിരുവിതാംകൂറിലെന്ന് അധികം കഴിയുന്നതിനുമുമ്പ് കോട്ടയം-കുമരകം റോഡു കണ്ടിട്ടുണ്ട്. സ്റ്റേറ്റ് കൺസിൽമെമ്പർ മിസ്റ്റർ ഓരായണമേനവനും ഞാനുംകൂടി അദ്ദേഹം ഉത്തരവുണ്ട് ഈ റോഡിനെപ്പറ്റി പറയുകയും അദ്ദേഹം ശ്രദ്ധയോടുകൂടി കേൾക്കുകയും ചെയ്തു. ഈ മൂലായിരം രൂപാ ബഡ്ജറ്റിൽ ചേർത്തത് എന്തിനാണെന്നറിയില്ല. റോഡിനുവേണ്ട സ്ഥലം എടുക്കുന്ന കാര്യത്തിൽ ലാൻഡ് ഓഫീസർ താമസം വരുത്തുന്നു എന്നാണ് പറയുന്നത്. കുട്ടികളെ കളിപ്പിക്കാനായി അപ്പപ്പൻ വാതുക്കൽവാ അമ്മമ്മ വാതുക്കൽവാ എന്ന പരയാറുള്ളതുപോലെ അതുമിതും പറഞ്ഞ് ജനങ്ങളെ ബുദ്ധിമുട്ടിപ്പിക്കുന്നത് ശരിയല്ല. ഈ കാര്യം ശ്രദ്ധയോടുകൂടി ചെയ്താൽ ഒരു പ്രത്യേക റോഡിനെ സൗകര്യപ്പെടുത്തുന്നതിന് ശ്രമിക്കാതെ തിരുവിതാംകൂറിലെ മുഴുവൻ റോഡുകളേയും സംബന്ധിക്കുന്ന ഒരു നയം രൂപീകരിച്ച് ഉൾനാടുകളിലെ സഞ്ചാരസൗകര്യത്തിന് കൂടുതൽ പണം ചിലവുചെയ്യേണ്ടതാണ്. തിരുവനന്തപുരത്ത് ഒരു മൈൽ റോഡിനോ കൊട്ടാരങ്ങൾ കെട്ടുന്നതിനോ ധാരാളം പണം ചിലവിട്ടാൽ പോരാ.

DEPUTY PRESIDENT : The expenditure on the palace is not quite relevant.

MR. M. N. NAIR (Kottayam I) : കൊട്ടാരമെന്ന ഞാൻ പറഞ്ഞതിന്റെ അർത്ഥം മഹാരാജാവിന്റെ കൊട്ടാരമെന്നല്ല. വലിയ മണിമന്ദിരങ്ങളോ റെസിഡൻസി-യോ അതുപോലുള്ള മറ്റു കെട്ടിടങ്ങളോ എന്നേ അർത്ഥമുള്ളൂ.

DEPUTY PRESIDENT : If that is your meaning, you are perfectly in order.

MR. M. K. MADHAVAN PILLAI (Karunagapalli) : സർ, മിസ്റ്റർ ഓലക്സ്ഫീൽഡയുടെ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നതോടുകൂടി എന്റെ മുൻഗാമികളായ പ്രാസംഗികന്മാരുടെ അഭിപ്രായത്തോടു ഞാൻ പൂർണ്ണമായി സാജിക്കുകയും ചെയ്തുകൊള്ളുന്നു. ൧൧൧൦-ലേക്കു നീക്കിവച്ചിട്ടുള്ള തുക എല്ലാ താലൂക്കുകൾക്കുമേയും സങ്കടത്തിനു പരിഹാരമുണ്ടാക്കാൻ മതിയാകാതെയാണിരിക്കുന്നത്.

കരുണാഗപ്പള്ളി താലൂക്കിനേപ്പറ്റി പ്രത്യേകം പറയുന്നപക്ഷം മതലെടുപ്പിൽ യാതൊരുവിധമായ കറവുമില്ലാത്ത ഒരു താലൂക്കാണ് അത്. അവിടത്തെ റോഡിന്റെ കാര്യം പറയുന്നപക്ഷം ഇത്ര മെൽ ഉണ്ടെന്നു പറയാനില്ലാത്തവണ്ണം അത്ര കുറവാണ്. കരുണാഗപ്പള്ളിയിലെ ബ്രാഞ്ച് റോഡിനെ സംബന്ധിച്ചിടത്തോളം—

MR. M. SIVATANU PILLAI (*Tovala*): On a point of order, Sir, whether a member speaking on the needs of his particular constituency can refer to other constituencies as well.

DEPUTY PRESIDENT: I do not think any point of order arises.

MR. M. SIVATANU PILLAI (*Tovala*): I want a ruling from the Chair on the point, Sir.

DEPUTY PRESIDENT: I thought a ruling was not necessary; but as the member is very particular in having a ruling, I shall give one. We are now dealing with the activities of the Public Works Department, and in that matter the whole State is one unit. We have had instances of members referring not only to the territorial jurisdiction of their particular constituencies but travelling far beyond in order to make their remarks more useful to the House in coming to a decision on this question. That has been permitted till now. While, therefore permitting that kind of reference to be made, I feel it is the duty of the Chair to make it clear that, the question being a general one, stressing the various needs of one particular locality or of another will not be quite in order.

MR. M. K. MADHAVAN PILLAI (*Krunagapalli*): കരുണാഗപ്പള്ളിയേപ്പറ്റി ഞാൻ പറയുന്നതുടങ്ങിയതു ആ താലൂക്കിലേ സംഗതികളെപ്പറ്റി മാത്രം സൂചിപ്പിക്കണമെന്നു ഭ്രൂശിച്ചല്ല എന്റെ വാചകം മുഴുവനാകുന്നതിനുമുൻപാണ് രൂളിംഗ് ഉണ്ടായത്.

കരുണാഗപ്പള്ളിയിലേ ഒന്നരനൂറ് ബ്രാഞ്ച് റോഡുകൾക്കായി ഒരു നിസ്സാരതുക കഴിഞ്ഞുകൊല്ലം അനുവദിച്ചിരുന്നു. അതിനെ ഉപയോഗിക്കാതെ ഒടുവിൽ ലാപ്സാ വിപോകകയാണുണ്ടായത്. അങ്ങിനെ അനുവദിച്ച പണം ലാപ്സായിപ്പോകാതിരിക്കാനായി ഒരു നിർദ്ദേശമാണ് എനിക്കു നൽകുവാനുള്ളത്. ഒരു റോഡു നന്നാക്കുന്നതിനോ മറ്റേതെങ്കിലും ആവശ്യത്തിനോ ഒരു തുക ബഡ്ജറ്റിൽ കൊള്ളിക്കുകയും ആ ജോലി ചെയ്യാൻ സാധിക്കാതെ വരികയും ചെയ്താൽ അതിനെ റിസർവ് ഫണ്ടിൽ കൊള്ളിച്ചു അതേ ആവശ്യത്തിനതന്നെ മാറ്റിവെക്കത്തക്കവണ്ണം ഒരേർപ്പാടു ചെയ്യണമെന്നാണ് എന്റെ അഭിപ്രായം.

പ്രജാസഭയിൽ വളരെകാലം വാദിച്ചതിന്റെ ഫലമായി ഒരു റോഡുബോർഡു ഉണ്ടായിട്ടുണ്ട്. അതു കുറച്ചുകാലമേ നടന്നിരുന്നുള്ളൂ.

എങ്കിലും ആ ബോർഡുമുൻപാകെ പല താല്പരകാര്യങ്ങളും അവശതകളെപ്പറയുന്നതിനു സൗകര്യമുണ്ടായിരുന്നു. അതിപ്പോൾ ഇല്ലാതായിത്തീർന്നിട്ടുണ്ട്. അതുകൊണ്ട് പഴയതുപോലെ ഒരു റോഡബോർഡ് രൂപീകരിക്കണമെന്നുള്ള അഭിപ്രായത്തോടുകൂടി ഞാൻ ഉപക്ഷേപത്തെ പിൻതാങ്ങിക്കൊള്ളുന്നു.

MR. K. A. NARAYANA PILLAI (*Todupuzha cum Devicoolam*): I also support the motion. My object is not to stress the necessities of a few roads in my constituency but mainly to impress upon the Government the need for keeping the roads, already in existence, in decent condition. The amount spent annually for the maintenance of a mile of the Trivandrum-Nagercoil road is nearly Rs. 2,000, or to be more accurate Rs. 1,750. On the other hand, the amount allotted for the annual maintenance of a mile of road in our parts is Rs. 250. Sir, look at the disparity. Naturally the roads in our parts are not in good condition. And, there is the further question whether even the whole of this paltry sum of Rs. 250 is actually being spent on the road. Sir, once in a way the Chief Engineer may visit a place; and long before he goes, the local officers of his department get his tour programme; so that by the time the Chief Engineer actually arrives, the subordinates of the department do all patch-work necessary to give the road a good appearance. The real situation would be clear to the Chief Engineer if, during his tours, he would make it a point to travel in his car only. Unfortunately, he does not do it. He goes in the Executive Engineer's or in the Assistant Engineer's car to inspect some of the roads.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Sir, the Chief Engineer always goes in his car. Occasionally, for the sake of convenience, if I have anything to talk to the Executive Engineer, I may go in his car, but even then, my car will come behind.

MR. A. THANU PILLAI (*Trivandrum—Rural*): May I know whether the quality of the car or the ownership of the car affects the merits of the question before the House?

DEPUTY PRESIDENT: I must say that the quality of the car or the ownership of the car is not relevant for the present discussion. In the present instance, before I could hear out Mr. Narayana Pillai—I did not hear him fully—Mr. Truscott observed that he was in the habit of going in his car. In the light of what has taken place, I think no very good purpose will be served by the matter being pursued.

MR. K. A. NARAYANA PILLAI (*Todupuzha cum Devicoolam*): Sir, I shall explain my position. When the driver of the car is not new to a particular road, it is easy for him to avoid the ruts and to drive along the best part of the road, so that the person inside the car will not get an idea of the actual condition of the road. On the other hand, if the driver is new to the road, the car is sure to bump in the ruts, giving the passenger a correct idea of the real condition of the road. That is why I submit that, if the Chief Engineer would insist in travelling in

his car alone throughout the State, he would get a correct idea of the actual condition of the roads, since his driver cannot be familiar with all the roads in the State.

Then, Sir, during the general discussion of the Budget, reference was made by many of my friends to the hopeless corruption going on in the various departments of the State. Now that the Public Works Department is under consideration, the nature of the corruption there may be looked into. For instance, out of the provision of Rs. 250 for the annual maintenance of a mile of road in North Travancore, I am sure the actual amount spent on the road would not be even Rs. 50. At the time estimates for the various works are prepared, the subordinates of the department keep in view the share that is to go to the various officers of the department, the share that the maistries must get, and so on it goes down to the very cooly. It is only after providing for all these persons that the amount actually to be spent is added on to make up the estimate for the work.

DEPUTY PRESIDENT : The member is making a very serious statement. I can permit him to continue in that strain only if he assures the House that he makes himself personally responsible for these serious statements of his and assures us that he speaks from actual knowledge which he possesses.

MR. K. A. NARAYANA PILLAI (*Todupuzha cum Devicclam*) : Surely, I make myself responsible for every statement that I make here.

DEPUTY PRESIDENT : I am now concerned only with this particular statement.

MR. K. A. NARAYANA PILLAI (*Todupuzha cum Devicclam*) : This year, in my constituency, two Government buildings are urgently being put up.

Both are called temporary sheds in the English and Malayalam schools. Rs. 1,000 and odd have been sanctioned for each of these but a contractor could attend to each for something like Rs. 500 or 600. Sir, Rs. 1,500 are being spent for each of these sheds by the department. Where does this money go? Why should an estimate be prepared for Rs. 1,500 when the shed can be put up with Rs. 500? That is why I say that all these estimate and plans are prepared with a pre-meditated scheme in their minds. I do not say that the Chief Engineer has any hand in it. He is an European officer and being new he may not know the local conditions. He may not know the present worth of coolies and the present working day charges, so much so it is the subordinates who control the whole thing. Of the thirty odd lakhs of rupees that are allotted, not even fifty per cent. will be spent on the roads or other public works.

Another matter also that I wish to mention is that something like Rs. 2,000 has been allotted in my constituency for the completion of a bridge in 1110, under Schedule 1. That bridge has been completed in 1109 and cart traffic goes along that bridge. I do not understand why another Rs. 2,000 should be set apart for that in the next year.

RAO SAHIB S. PARAMESVARA AIYAR (*Nominated*): What road is that?

MR. K. A. NARAYANA PILLAI (*Todupuzha cum Devicolum*): Kari-kode-Sankarapalli road.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): I just want to explain that the provision of Rs. 2,000 is made for paying of old bills.

MR. K. A. NARAYANA PILLAI (*Todupuzha cum Devicolum*): With regard to the necessities of each taluk by way of roads, bridges and other things, I will suggest that the Chief Engineer must tour round the country, call the responsible persons there and ascertain from them what their needs are. He will then be able to decide whether the bridges, roads or other things are necessary or not, and will not leave it in the hands of irresponsible Executive Engineers and Sub-Division officers.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*): Sir,—

MR. M. SIVATANU PILLAI (*Tovala*): I move, Sir, that the question be now put.

DEPUTY PRESIDENT: I rule that the matter has not been sufficiently discussed. Mr. P. K. Narayana Pillai may therefore speak.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*): Sir, a silent assent, I fear, is not enough to fill up the picture that is sought to be conveyed by the motion under discussion. The conditions and demands of the constituency represented by me in this House are somewhat peculiar and I am therefore obliged to speak on the subject. Roads are practically rarities in my constituency. We have got one or two roads in the whole constituency and it is not therefore so much the roads that tell in the discussion as canals and rivers.

MR. M. SIVATANU PILLAI (*Tovala*): Sir, I wish to have a ruling whether the member is relevant in referring to canals and roads?

DEPUTY PRESIDENT: I wish to observe in this connection that the Chair is very much pained at the necessity of giving rulings on these points which, it may be a matter of opinion, to the Chair appears to be rather unimportant. It has been ruled some time ago that in order to develop arguments some of these matters are relevant. Mr. Sivatanu Pillai may bear with the member in his arguments.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*): The following are items that I wish to place before the House for action to be taken by the Chief Engineer. First of all, there is the road from Tiruvalla to Ambalapuzha. It has been completed to some extent and has been taken up to a point at Edathua. There is, no doubt, provision in the budget for it, but the road does not seem to progress very much. The same sort of provision had been made in the budget for the last year also. The second item that I have been pressing upon the attention of Government through the previous Chief Engineer, is the necessity of a deviation of the road from Ambalapuzha to Thakazhi, at Karumadi. The road now takes a bend at Karumadi southwards and then proceeds eastwards up to Thakazi. The people at Karumadi say that they are prepared to make over the necessary lands for the diversion of the road which when

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diverted will cut short the the distance of the road and would go through inhabited areas. The Chief Engineer, I thought, would take advantage of the offer since it would curtail the distance and minimise the expenditure necessary for the maintenance of the road. As it is, the present road is exposed on the southern side to a large expanse of water which especially during the flood time would do much havoc to the road with the result that the cost of upkeep goes up considerably. The third item is the difficulty experienced by the Thalavady river silting up in its course with the result that navigation from Alleppey up to Tiruvalla and Chengannur is impeded. The river gets choked up and the water spreads on the adjoining paddy fields doing damage to the cultivation on either side. I am myself in correspondence with the learned Chief Engineer on this subject and I trust that Mr. Truscott will do the needful in the matter. Last but by no means the least, is the problem of pure drinking water. This motion has been before the House and by a mammoth majority it was carried. Yet the scanty provision, for my constituency —

DEPUTY PRESIDENT : You are mentioning local needs which have no connection with roads.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*): The Road Boards may be made to cover such matters also.

DEPUTY PRESIDENT : Unless you think that the mention of the scarcity of water has anything to do with roads, you will be out of order.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*): If the necessary roads are constructed, they will help in making available good drinking water. That is the way in which I would push the matter in. The need for pure drinking water is admitted on all hands. There is nobody opposing it. Mr. George, who then represented Government, admitted the need for pure drinking water and that it is not available in various centres in the coastal region. No roads connecting such centres with any other place from where, if motor cars are supplied, they may fetch good water, have been constructed. While there is this problem, the Sanitary Department go about doing all manner of wonderful works according to their reports, for the eradication of hookworm, for fighting filariasis and for the warfare against mosquitos. I am just putting it to the learned members of this House that so long as you continue to supply bad drinking water to the individuals inhabiting these places, there is no use in your trying to eradicate these diseases from the human system.

MR. A. THANU PILLAI (*Trivandrum-Rural*): Sir, I agree with all that has been stated here in regard to the inadequacy of the funds allotted for the construction and the proper maintenance of the roads and bridges in the State.

I wish to refer to the roads and bridges in my constituency.

I may refer, Sir, to the fact that the bridges on the road from Trivandrum to Quilon which were washed away towards the close of the year 1108 were not attended to at all for about nine or ten months and it was only recently that they have started the work of repairing. The works are not completed yet and I do not know whether the works will be completed next year. Anyhow it is a pity that the department which spends about thirty lakhs of rupees was not able to do anything towards rebuilding these bridges for about ten months after they were washed away though they are situated on one of the main roads. The traffic has in consequence been diverted and now a person who goes from Trivandrum to Attingal has to travel seven or eight miles in excess and I wonder what this huge department is doing, if it cannot attend to such emergent works.

In the town of Trivandrum itself there was a bridge which also was washed away during the floods of 1108 and for which I find a provision made in the next year's budget. I think there is some point in what Mr. Kunjukrishna Pillai said that the funds are allotted by one who knows nothing about the actual requirements. About Rs 4,000 was estimated for this bridge and only an amount of Rs. 2,000 has been sanctioned for next year. The bridge is a little to the south-west of the Pattom Palace. According to the present method of allotment, it seems that the work on that bridge is to be completed in the course of a number of years. I emphatically protest against this method of making piecemeal provision for such works. It is only a small work that can be completed at a cost of Rs. 4,000. All the four thousand rupees should have been allotted and the work should be done in a month or two. Instead, what is the fun of allotting Rs. 2,000 in one year, Rs. 1,000 in the next year and another Rs. 1,000 in the third year? It is a disgrace to any department which considers itself an efficient department. The Chief Engineer should see to it that this kind of inefficiency and waste is avoided.

There is one other work for which provision has been made in the next year's budget. That also relates to a road in the town of Trivandrum, the Jagathy road. There also the department has provided half the amount for the next year. The road has been in a miserable condition for over a year and the department wants to do only one half of the work in the next year. I understand that even the estimate is not ready. Anyhow, I want to see that these works are done in time.

Then, as Mr. Changanachery Paramesvaran Pillai said, I also am unfortunate in receiving letters after letters from my constituents finding fault with me. I may tell the House that most of the roads in the taluk of Trivandrum, as probably in very other taluk, are unfit for any kind of traffic during the monsoon. Even the trunk roads are in that condition. I cannot understand why the Department cannot attend to the repair of the roads in time, before they become thoroughly unfit for use during the monsoons. At

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this time of the year a good deal of the work is being pushed through so that they may spend all the money that is allotted for these works.

DEPUTY PRESIDENT : I would now call upon the official member to speak.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Sir, I oppose the motion, not because I do not realise the want of more roads but because it has been said that the Department has not been attending to the needs of localities.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*): Sir, I cannot hear the member.

DEPUTY PRESIDENT : Nobody can insist on a particular member speaking at a certain pitch. But I expect members to do their best in the matter.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*): I simply brought it to the notice of the Chair.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Government and the Chief Engineer are thoroughly aware of what is required. There have been several members who reflected upon my ability to walk. I prefer to walk rather than ride in a car whether it is the Chief Engineer's or the Division Officer's. I have walked over ryots' roads in several districts and also in other places where people want roads.

MR. S. J. Nair said he has few roads in his taluk. There are however in his district 146 miles of main roads, 9 miles of village roads, 19 miles of traces, 34 miles of planters' roads and 13 miles of planters' traces.

Mr. Elenkath's taluk, Kalkulam, is second in point of communications in the State. He has 232 miles of main roads, 17 miles of village roads and 6 miles of traces.

Mr. Varghese's taluk comes first in the State. It has 250 miles of main roads and 55 miles of village roads. By that I do not say that these members do not want more roads in their districts. But there are other areas where roads are more urgently required.

Then, we come to the question of water supply in towns. Investigation is going on in several places. Alleppey is one.

We want to complete all incomplete works. One of my main objects, in framing the budget for my department, was to provide funds as far as possible to complete works which were left incomplete. One speaker said that a particular village road is under water for nearly 3 months and that it could be easily and cheaply raised and maintained at a small cost; but I may say that sort of work involves a pretty considerable amount of money.

Then about South Travancore. South Travancore has more roads when compared with North Travancore (P. K. Narayana Pillai

(Hear, hear). You cannot compare Nagercoil Division with the Always Division or speak of this Division or that because their areas are not the same. Nagercoil Division is much smaller than the others.

MR. K. R. ELENKATH (*Kalkulam I*): May I know from the member whether it is not more than double in area?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): The traffic on the Main Southern road is, I believe, the second highest in India and therefore we cannot compare the allotment of this road with other roads carrying lighter traffic.

MR. A. THANU PILLAI (*Trivandrum-Rural*): May I know from the member which road stands first in point of traffic?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): I am not sure, but it is not in Travancore.

Then, Mr. Thanu Pillai speaks of the Mamam bridge and the bridge at the 8th mile on the Trivandrum-Quilon road and of the Jagathy bridge. I may tell him that all these bridges are proposed to be built in the coming year under the Road Development Fund.

MR. A. THANU PILLAI (*Trivandrum-Rural*): May I draw the attention of the member to item No. 3 on page xx of the Appendix of Budget:—

"Reconstructing the damaged bridge on mile 1½ Thekkumoodu to Kumarapuram road".

An amount of Rs. 4,000 is sanctioned and Rs. 2,000 allotted for 1107. How will the old bridge be completed with this amount? Then on page xix of the Appendix for repairing flood damages of 1108 and permanent works for closing breaches on Pangode road Rs. 7,000 is set apart for 1110. How will the work be completed with this amount in 1110?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): The member may leave it to the Department.

MR. CHANGANACHERY K. PARAMESVARAN PILLAI (*Kunnattur cum Pattanapuram*): Where are these allotted for in the Budget?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): If you look to appendix D on page xxviii you will find the items of reconstructing the Jagathy bridge, the fallen bridge at the 8th mile of the Trivandrum-Quilon road and the Mamam bridge. They are all there.

DEPUTY PRESIDENT: Mr. Truscott will have only a few more minutes.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): For what purpose is the Road Development Fund?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): The Road Development Fund is meant for improving main roads.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): Sir, on this subject, a word has to be said. This year's provision unlike those of previous years has a novelty about it. In previous years, for the purpose

[Mr. Puthupalli S. Krishna Pillai.]

of satisfying our anxiety, curiosity and clamour, sums were being provided in the Budget, but were being allowed to lapse at the end of every year. This year's attempt is something different from those of previous years. Here there is no attempt at illusion. There is a very miserly provision made in the Budget for the construction of new roads. As I understand it, this scheme of road construction was intended to be carried out for the betterment of agriculture and industry in the State. It was for that purpose that the Road Board was created and a scheme was prepared. I would bring item No. 49 in Appendix B, Page xviii to the notice of the Chair. Whether it comes under agriculture or industry is not very clear to me. At any rate, only one person known to me, Mr. Cruncher in "*A tale of two cities*" alone is reported to have found agriculture in churchyards. Without an administrative sanction, without even the preparation of an estimate, provision appears to have been made under that item. Similar observations may be made with regard to other provisions also. I wonder why Government are so very indifferent to the opinions of the public in this matter. For instance, I would refer to one particular road belonging to the Quilon constituency. There was a road proposed to be opened from Kottiyam to Mayyanad. The work is not yet completed. The first proposal was made 17 years ago. It is now 16 years since sanction has been given for that work. An estimate was prepared immediately and work was commenced actually four years back. A snail that might have started from one end of the road might have by this time travelled 100 times to and fro without satisfying its curiosity to witness vehicle traffic along the road. I would desire that at least the future generations of this individual would be able to succeed where their predecessor has failed.

I am sure, if Government were prepared to satisfy the anxiety of the people on this matter, at least this year, a small amount could have been allotted. Last year the amount was allowed to lapse. It is one of the greatest needs of the taluk. The P. W. D. does not take notice of this matter.

There is another matter in connection with the Quilon constituency. Some provision is needed for the construction of the platform of the Maniyamkulam bridge. It is several years since that bridge has fallen into disuse. As a result a large provision has become necessary. Rs. 2,000 has been allotted. Nothing worth mention could be done on that. Amounts which are allotted would lapse at the end of the year.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): May I inform the member that provision is made for the work?

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): What I submit is that the provision is not sufficient. Provision was made for the last year and it lapsed. Then there is the Kottiyam-Mayyanad road. It was after considerable effort on the part of the people of the locality that the fund was allotted and that was allowed to lapse. This should not be repeated.

There are other matters which I would refer to the Chief Engineer. I do not want to take up much time of the House. I would, Sir, impress upon the Government the necessity for bestowing better attention in regard to this matter. The Road Board may or may not be abolished. As regards the scheme which has been already submitted and is in the hands of Government, better scrutiny must be exercised upon it before it is carried into effect. And this must be done as quickly as possible.

MR. M. SIVATANU PILLAI (*Tovala*): I also rise to support the motion. I must bring to the pointed attention of the House that the necessity of roads for the dead is as urgent as it is for the living.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): I rise to a point of order. May I know whether the member who has moved for the closure of the motion can speak again?

DEPUTY PRESIDENT: That is a question on which I would invite the opinion of the Law Member.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): I don't know actually what is the procedure in other Assemblies; but I think that a member who has spoken on a motion cannot move for a closure.

DEPUTY PRESIDENT: I am prepared to give a ruling. I rule that no closure is necessary at this stage.

MR. M. SIVATANU PILLAI (*Tovala*): Sir, If I may be permitted to reply to the Law Member—

DEPUTY PRESIDENT: I don't think that you need be given an opportunity. But I allow Mr. Sivatanu Pillai to speak.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): Sir, I beg to state that Mr. Sivatanu Pillai cannot speak on this subject because the Chair has already decided not to allow closure at this stage.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*): But Sir, has he not exhausted all his right to speak?

DEPUTY PRESIDENT: Mr. M. Sivatanu Pillai need not suffer because he repeated an honest endeavour to speak before the closing of the discussion. For this reason he has not waived his right because he moved for a closure.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*): I wish to know whether a member who has spoken on the motion can move for closure.

DEPUTY PRESIDENT: That question does not arise.

MR. M. SIVATANU PILLAI (*Tovala*): I was afraid that I may go by default. So I hasten to offer a few remarks which I feel I am bound to make. Sir, I am asked to speak on behalf of the dead, since they too find the necessity for roads. There is a particular locality in the taluk of Agasteeswaram...

DEPUTY PRESIDENT : I don't permit Mr. Sivatanu Pillai to speak on behalf of dead people.

MR. M. SIVATANU PILLAI (Tovala) : It is only figuratively used. There is a particular locality in the Agasteeswaram taluk, to which I may draw the special attention of the Chief Engineer, which comprises an area of 2 acres. It is a burial place for the people from Nagercoil and neighbouring suburbs. During the flood of 1098, the road leading to the cremation ground was washed away on the right side of the bank of the Pazhayar river and it is still left in the same condition. The bank of the Pazhayar river through which dead bodies are taken to the cremation ground is still in a very bad condition. That is why I thought I should voice the claims of the dead people as well, while others are speaking on behalf of the living people.

DEPUTY PRESIDENT : May I take it that you want to provide better opportunities for living persons to bury the dead bodies of the dead?

MR. M. SIVATANU PILLAI (Tovala) : The insufficiency of maintenance grants for the Main Southern Road which perhaps has a maintenance cost of about Rs. 2,000 per mile is patent. Sir, in order to have a correct idea of the costs which the Main Southern Roads consume it could be stated in a nut-shell. Although one lakh and 37 thousand and odd rupees is derived on account of tolls on the Main Southern Road, it costs Rs. 90,000 only for its maintenance. There is a huge balance. According to the Financial Secretary's statement, Government have got a very profitable business in the matter of tolls in Southern Travancore. Of course it is true that so many members of the old Assembly, particularly from the taluks of Tovula and Agasteeswaram, had made repeated representations to Government to open a road from Nagercoil to the beach directly south of it. It was approved during the time of Mr. T. Raghaviah. And during his time the opening of another road from Shorlacode road to Thadikarankonam was also approved. The road from Nagercoil to the beach will be very useful for the people who are living far interior from the beach and in the town. Now it is very inconvenient for conveyances and for pedestrians to pass from the town to the beach. The matter was placed before the then Dewan for his sympathetic consideration. But I am sorry to say that it has not been given effect to up till now. I don't want to take up the time of the House any more. My point is that it is better to constitute a board to investigate the whole problem of roads and other communications and also to scrutinise the scheme already in the hands of Government.

MR. V. K. VELAPPAN NAIR (Vaikam) : സർ, ഇവിടെ ഹാജരാക്കിയിട്ടുള്ള ഉപക്ഷേപത്തെ ഞാൻ അനുകൂലിക്കുന്നു. പൊതുമാതൃകയായ കൂപ്പിന്റെ സംഗതിയിൽ ഗവണ്മെന്റിന് ഒരു സ്ഥിരമായ നയം ഇല്ലെന്നു പറയേണ്ടിവന്നതിൽ വ്യസനിക്കുന്നു. ഇന്ന് ഈ സഭയിൽ ഇതുവരെ പ്രസംഗിച്ചിട്ടുള്ള മാന്യന്മാർ ഓരോരുത്തരും ഇതിനുമുമ്പ് പ

ല അപസരങ്ങളിലും ബഡ്ജറ്റിൽ ഉൾപ്പെടുത്തിട്ടുള്ള ജോലികൾ ചെയ്യു തീർക്കാതിരിക്കുകയും ചെയ്യുന്നവ തൃപ്തികരമായി അവസാനിക്കാതിരിക്കുകയും ചെയ്യുന്നതിനെപ്പറ്റി അത്യന്തം സങ്കടക്കാർ ആയിരിക്കുന്നു. ഇ ത്ത് പൊതുമരാമത്തുവകുപ്പിനു ഒരു സ്ഥിരമായ നയം ഇല്ലാതെയിരിക്കുന്ന തുകൊണ്ടാണ്.

ഇതിനുംപുറമേ പൊതുമരാമത്തുവകുപ്പ് മേധാവികളായി ഗവണ്മെൻറു നിയോഗിക്കുന്നത് ഏറ്റവും ചുരുങ്ങിയകാലത്തേക്കു മാത്രം വിദേശങ്ങളിൽനിന്നും വന്നിട്ടുള്ളവരെയാണ്. ഒരു ചീഫ് എൻജിനീയറുടെ ഉദ്യോഗകാലാവധി ഒരു ദിവാൻജിയുടേതെന്നതുപോലെ മൂന്നോ നാലോ വർഷം മാത്രമാണ്. ഒരു ചീഫ് എഞ്ചിനീയർ തിരുവിതാംകൂറിൽവന്നു ഇവിടെ സ്ഥിതിഗതികൾ ഒരു വിധം പരിചയപ്പെട്ടു വരുമ്പോഴേക്കും അദ്ദേഹത്തിന്റെ കാലാവധി തീർന്നു തിരുവിതാംകൂർ വിടേണ്ടതായിവരുന്നു. യഥാർത്ഥമായ ആവശ്യങ്ങൾ നേരിട്ടുകണ്ട് മനസ്സിലാക്കുന്നതിനും ബഡ്ജറ്റിൽ ഉൾപ്പെടുത്താൻ തല്പര്യപ്പെടുന്ന ഇനങ്ങൾ ഉൾപ്പെടുത്തി അവയെ പ്രവർത്തിയിൽ കൊണ്ടുവരുന്നതിനും സാധിക്കാതെ വരുന്നു.

പൊതുജനങ്ങൾക്കാവശ്യമുള്ള ഇനങ്ങൾ ബഡ്ജറ്റിൽ ഉൾപ്പെടുത്തിയിട്ടു അവയെ പൂർത്തിയാക്കാതെ ഇട്ടുകളയുന്നു. പൊതുമരാമത്തുവകുപ്പിനെപ്പറ്റി ബഡ്ജറ്റിൽ ഉൾപ്പെടുത്തുന്ന ഇനങ്ങൾ പ്രവർത്തിയിൽ കൊണ്ടുവരാനല്ലെങ്കിൽ പിന്നെ എന്തിനാണ് ഇങ്ങനെ ബഡ്ജറ്റിൽ ഉൾപ്പെടുത്തുന്നതെന്നാണ് ഞാൻ ചോദിക്കുന്നത്? വളരെക്കാലത്തെ ശ്രമഫലമായി ഒരു ചെറിയ സഞ്ച്യ ഒരു റോഡിനോ തോടിനോ പാലത്തിനോ ആയി ബഡ്ജറ്റിൽ ഉൾപ്പെടുത്തിയാൽ ആ ജോലി ഒരു കൺട്രാക്ടറുകൊണ്ട് നിർവ്വഹിപ്പിക്കാൻപോലും ഡിപ്പാർട്ട്മെന്റിലെ സിൽബന്ധികൾക്കു സൗകര്യമില്ലെങ്കിൽ പിന്നെന്തിനാണ് അവർക്ക് ഒരു വലിയ തുക ശമ്പളംകൊടുക്കുന്നത്? ഈ നടപടി ഗവണ്മെന്റിനുതന്നെ ആക്ഷേപകരമാണ്. മറ്റുള്ള വകുപ്പുകളിലേപോലെ വിവിധജോലികൾ ഈ പൊതുമരാമത്തുഡിപ്പാർട്ട്മെന്റിനില്ല. മരാമത്തുപോലെ ഗവണ്മെൻറ് നേരിട്ടു നടത്തുന്ന ജോലിയുമല്ല. കൺട്രാക്ടറുകൾക്കൊണ്ട് ശരിയായി ജോലികൾ ചെയ്യിക്കാൻ കൂടി നിവർത്തിയില്ലെങ്കിൽ അതു ആക്ഷേപകരമാണെന്നു.

എന്റെ നിയോജകമണ്ഡലത്തിൽതന്നെ വളരെ പഴക്കമെന്ന പല കായുങ്ങളും നിർവ്വഹിക്കാൻ കിട്ടില്ല. വൈക്കം-കോട്ടയം റോഡ്

[V. K. Velappan Nair,]

വളരെക്കാലംമുമ്പ് ഗവണ്മെൻറിന്റെദൃഷ്ടിയിൽ ഉപയോഗമുള്ള ഒരു റോഡായി കരുതപ്പെട്ടിരുന്നു. അതിന്റെ വിഭാഗമായ വയ്ക്കം-വെച്ചൂർ റോഡിൽ ഏതാനും ജോലികൾചെയ്തിട്ട് ഇപ്പോൾ വെറുതെ ഇട്ടിരിക്കുകയാണ്. ൧൦ നൂറു-മാണ്ടുമുതൽ വയ്ക്കംതാലൂക്കിൽ ഒരു പകുതിക്കാരുടെ കൃഷിആവശ്യത്തിന് ഒരു തോടും ചിറയും ഉണ്ടാക്കിത്തരണമെന്ന് ഗവണ്മെൻറിനോടു ആവശ്യപ്പെട്ടുകൊണ്ടിരുന്നു. മൂന്നാല്പ് ദിവാനുജിമാരുടേയും അഞ്ചെട്ട് ചീഫ് ഇഞ്ചിനീയറന്മാരുടേയും ദൃഷ്ടിയിൽ ഈ നിസ്സാര സംഗതി കൊണ്ടുവന്നിട്ടുണ്ട്. ആ സംഗതി ഇതുപര്യന്തം നടത്തിയിട്ടില്ല. എന്നാൽ ഈ കഴിഞ്ഞുകൊല്ലം ചിറമാത്രം ഉണ്ടാക്കിത്തരികയും അതോടൊന്നിച്ചുള്ള തോട് കിട്ടാതിരിക്കുകയും ചെയ്യുന്നതുകൊണ്ട് ആ നാട്ടുകാരുടെ സങ്കടം മുമ്പിലത്തേക്കാൾ ഇപ്പോൾ പത്തുമടങ്ങായി തീർന്നിട്ടുണ്ട്. ചിറ ഉപദ്രവകരമായിത്തീർന്നിരിക്കുകയാണ്. ഈ സംഗതിയേസംബന്ധിച്ച് അടുത്തകാലത്തു അധികാരസ്ഥാനത്തു് അറിയിച്ചിട്ടുണ്ടു്. ഇങ്ങനെ അവതുകൊല്ലത്തിനുമുമ്പുള്ള കാര്യങ്ങൾപോലും ഗൗരവമായി വിചാരിക്കാൻ ഗവണ്മെൻറിനോ, ഡിപ്പാർട്ട്മെൻറുമോ വികാരം സാധിച്ചിട്ടില്ല. മുൻപു പ്രസ്താവിച്ചതുപോലെ സ്ഥിരമായ ഒരു നയം രൂപീകരിക്കുന്നതിന് മുൻപുണ്ടായിരുന്ന റോഡുമ്പോർഡ് നന്നായിരിക്കും. ബോഡ് ശുപാർശചെയ്തിട്ടുള്ള ജോലികളുടെ എണ്ണം വർദ്ധിച്ചിരിക്കുന്നതുകൊണ്ട് അതു ഉപകാരത്തിനുപകരം ഉപദ്രവകരമായിരിക്കുന്നുവെന്നാണ് അതിന്റേപ്പറ്റി പറയുന്നത്. ആസ്ഥിതിക്ക് ഈ നിയമനിർമ്മാണസഭതന്നെ ചീഫ് ഇഞ്ചിനീയർക്ക് കൂടുതൽ ഉപദ്രവകരമായി തോന്നുന്നതാണ്. അധികം അംഗങ്ങൾചേർന്ന് തയ്യാറാക്കുന്ന ഒരു കാര്യപരിപാടി ഉപദ്രവകരമാണെന്നു തോന്നുന്നു എങ്കിൽ രാജ്യഭരണസംഗതി ചീഫ് ഇഞ്ചിനീയർക്ക് വലുതായ ഉപദ്രവമായിരിക്കും.

DEPUTY PRESIDENT: No, what the Chief Engineer said was that there was no possibility of agreement as to the necessity of a particular work. That is what he said.

MR. V. K. VELAPPAN NAIR (Vaikam): ചീഫ് എൻജിനീയർ പറഞ്ഞതിന് ഒരു സമാധാനം ഞാൻ കണ്ടിട്ടുണ്ട്. റോഡുമ്പോർഡിൽനിന്നും ചെയ്യുന്ന ശുപാർശകൾ ചീഫ് എൻജിനീയറുടെ അദ്ധ്യക്ഷതയിലുള്ള സെൻട്രൽ ബോർഡാണ് അംഗീകരിക്കുന്നത്. അവിടെ ഹാജരാക്കിയിട്ടുള്ള പ്രതിനിധികളും ചീഫ് എൻജിനീയറുംകൂടി പ്രധാനപ്പെട്ട സംഗതികളെ പ്രപഞ്ചിതമായി കൊണ്ടുവരുന്നതിന് ശ്രദ്ധിച്ചാൽ മതിയായിരുന്നു. അങ്ങിനെയായിരുന്നെങ്കിൽ ഇന്ന് രാജ്യം ഒട്ടകുള്ള മുറ

വിളികളിൽ ഏതാനും തീർക്കാമായിരുന്നു. ഈ മാതിരിയുള്ള സംഗതികളിൽ പൊതു മരാമത്തു വകുപ്പ് ഏറ്റവും ശ്രദ്ധിച്ചു അത്യാവശ്യമുള്ള കാര്യങ്ങൾക്ക് ബഡ്ജറ്റിൽ പണം ഉൾപ്പെടുത്തി അവയെ നടപ്പിൽ കൊണ്ടുവരണമെന്നുള്ള അപേക്ഷയോടുകൂടി ഞാൻ എന്റെ പ്രസംഗത്തെ അവസാനിപ്പിച്ചുകൊള്ളുന്നു.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*): Sir, in supporting this motion, I find a very great convenience in the fact that members need not prepare new speeches every year. The Government are so determined to pull on with their old policy of disregarding the various demands of the members that the speeches prepared some twelve years ago can be repeated verbatim even today.

I remember to have remarked last year about two of the most important unfinished canals in my constituency. I mean the Changanachery-Alleppey canal and the Chalakkal canal. On both these canals Government have already spent huge sums. It is a very wrong policy with the Government to invest huge sums on this kind of public works and leave them half done, so that the money so spent is simply a waste. I understand that some of the most respectable gentlemen of my constituency have sent a representation to the Government emphasising the immediate necessity of the Government attending to the Chalakkal canal. Government have already spent, I am told, more than Rs.30,000 for the canal and yet a small portion of it still remains to be completed, without which the canal is practically of no use.

Then again the Alleppey-Changanachery canal is probably the most important canal in North Travancore. It connects the two most important commercial centres in North Travancore and forms the main water-outlet for the highland produce of many taluks. Moreover, that canal forms the nucleus of a future land communication between Alleppey and Changanachery. It shortens the distance by four miles and saves about two hours for a native boat. I had sent many interpellations during the last session of the Assembly. The then Chief Engineer would not or could not answer my supplementary questions. I have sent new interpellations now and I hope that those interpellations would come up.

DEPUTY PRESIDENT : That is not relevant.

MR. KAINIKKARA M. PADMANABHA PILLAI (*Changanachery I*): No, Sir; I don't say it is. I only mean that I hope to get full information about them before the end of this session. But I must mention one thing before I finish. I stand today with greater hopefulness than I did last year, because I find that one of the long-standing needs of my constituency, viz., the Kuttapuzha canal, has been sanctioned. Therefore I can reasonably hope that at least at the end of another hundred years we will get the Changanachery-Alleppey canal completed. My present request therefore is that we be not asked to wait a whole century for it.

[Mr. Kainikkara M. Padmanabha Pillai.]

I would also forcibly bring to the attention of the Government that they should at least sanction some more money for the canal so that the money so far spent does not become a waste.

MR. T. KRISHNA PILLAI (*Neyyattinkara II*) : I support the motion. Let me at the outset thank my brother member for having transgressed the territorial jurisdiction of his constituency and penetrated into mine when he was speaking about the roads. One point to which I would draw the special attention—

DEPUTY PRESIDENT : I don't hear you, the only word that I heard was the word 'penetrated.'

MR. T. KRISHNA PILLAI (*Neyyattinkara II*) : I was just thanking the Honourable member, Sir. One point to which I wish to draw the attention of the Chief Engineer is the practice that is being usually followed by his subordinates in not doing much of anything during the major portion of the year; and then towards the end of the year, when the monsoon and the floods are on, they come out enthusiastic and energetic to complete the works, that were either left half done or just begun and pushed on. The reckless haste and hurry that is being displayed in the conduct of the work would tend to make one doubt whether it is not with a view to avoiding or guarding against any lapse of the allotted amount that the work is pushed on. But their attempts are futile and the works are not completed and there is a lapse in the allotted amount at the end of the year. This is not a thing which should be allowed to continue. Therefore I urge upon the Chief Engineer the need for the adoption of a definite policy of action for carrying out such work in time for the benefit of the people at large.

Sir, it is not out of a spirit of parochial patriotism but of keen and long-felt necessity that I wish to refer to a few of the local needs of my constituency. In the past, both in the Sri Mulam Popular Assembly and the Legislative Council, representations were made about the imperative necessity of opening a channel on the western side of the Kottukal *Ela* and for the construction of a bridge over the Neyyar at Poovar. After repeated representations Government constructed a channel on the eastern side but a channel on the eastern side alone would not benefit the cultivators at all. After some time the spirit of doing things by halves got the better of the Public Works Department and the work was left as it was, and the matter is still hanging fire. This Kottukal *Ela* is one of the biggest and the most fertile in the Neyyattinkara taluk. In this connection, I would sincerely advise the Chief Engineer to doff the traditional aloofness and lethargy that was being uniformly displayed by his predecessors in office by extending his inspection tours to the interior parts of the country and getting into direct touch with the people of the locality.

DEPUTY PRESIDENT : I want just to mention that we are at motion No. 141. I find that there are as many as 110 more motions on this Demand. The House will note that.

MR. K. P. KRISHNA MENON (*Parur*): Sir, I rise to support the motion before the House. In doing so, I wish to bring to the notice of this House that roads and other communications in the northern taluks in general and in my constituency in particular are in an extremely unsatisfactory condition. The taluk of Parur is a very thickly populated one and it is a water-logged area. We have got only 30 miles of trunk roads in the whole taluk. People were agitating for branch roads and village roads for the last so many years. In 1109, Rs. 1,000 was provided for Parur Ezhikara-Kadakara road. But the actual construction was not undertaken. In 1106 provision was made for the opening of Edapalli-Arakalkadavu road but it did not find a place in the subsequent Budgets. So, we have been agitating for several small roads in the taluk of Parur which is a sandy area. We cannot get out either in the hot weather or in the rainy season. During hot weather the people will have to walk along the sand and thereby suffer great inconvenience. In rainy weather we cannot walk on account of water. So, we were agitating for the opening of a road from Edapalli to Arakalkadavu. It is only 3 miles long and it does not cost very much as the route lies through a sandy place. Then from Edapalli-Perandoor to the frontier of Cochin it is only about a mile. From the Edapalli Railway Station to Cheranalloor is only about a mile. From Parur to Kaitharam is only about a mile. The existing village roads are not also properly attended to.

Parur is a place where there is no T. B. or other convenient buildings for officers to camp when on circuit. So, generally, the Chief Engineer, while on tour, camps at Alwaye and makes a flying visit to Parur without going into the interior of the taluks. I should earnestly draw the attention of this House and the Chief Engineer to inspect the locality and do the needful in the matter. Parur taluk stands sixth in respect of population though the area is comparatively small. From Parur to Varapuzha there is a road of five miles and there is not even a bridge provided. I draw the attention of the House to provide for adequate funds and also to utilise the funds budgeted for the year before the close of that year.

MR. T. S. JAYANTAN NAMBOOTIRI (*Travancore Jemries. North*): സർ, ഗതാഗതസൗകര്യങ്ങൾ ഉറപ്പാക്കുവാൻ വരുത്തിക്കൊടുക്കുന്ന കാര്യത്തിൽ ഗവണ്മെന്റ് മീനച്ചൽ താലൂക്കിനോടു കാണിക്കുന്ന അത്രയേറെ ഈ സഭമുമ്പാകെ കൊണ്ടുവരണമെന്നുള്ളതാണ് എന്റെ ഉദ്ദേശം. പ്രസ്തുതതാലൂക്കിലെ പ്രധാനപ്പെട്ട റോഡുകളിൽപ്പോലും ഗതാഗതസൗകര്യം വരുത്തുന്നതിനു വേണ്ടത്രയേറെ പരിശ്രമം ചെയ്യുന്നില്ലെന്ന് പറയുമ്പോൾ അവിടെയുള്ള ഉപറോഡുകളുടെ ഉപയോഗശൂന്യതയെപ്പറ്റി ഏറെക്കുറെ ചിന്തിക്കുവാൻ കഴിയുന്നതാണ്. അതിനുമുമ്പുള്ളാലും റോഡിൽപ്പലിയന്തർ മുതൽ ഉൾക്കാവരെയുള്ള രണ്ടു മൈൽ ദൂരം പരമ താഴ്മയോടെ ഒരു ഭൂപ്രദേശമാണ്. അവിടെ മിഥുനം കർക്കടകം മാസങ്ങളിൽ മഴ ധാരാളമായുണ്ടാകുമ്പോൾ മിക്കവാറും അവിടെയുള്ള

[Mr. J. S. Jayantan Nambootiri]

നമ്മുടെ ആറ്റിൽ വെള്ളപ്പൊക്കംവന്നു റോഡിൽ വെള്ളംകെട്ടിനിന്നു ഗതാഗതത്തിനും മോട്ടാർ ഓഫീസിനും തടസ്സമുണ്ടായി കൊണ്ടിരിക്കുന്നു. ആ ഭാഗം കുറെക്കൂടി പൊക്കിയാൽ ജനങ്ങൾക്കു ഗതാഗതത്തിന്നു കൂടുതൽ സൗകര്യം കിട്ടുമായിരുന്നു. ഈ കാര്യത്തെപ്പറ്റി ജനങ്ങളും ജനപ്രതിനിധികളും പല പ്രാവശ്യം ഗവണ്മെന്റിന്റെ അടുക്കൽ പരാതിപ്പെട്ടിട്ടുണ്ട്. പാലാ ടെൺസിലേക്കു പലകാര്യങ്ങൾക്കായി പോകേണ്ട ജനങ്ങൾക്കും വിദ്യാർത്ഥികൾക്കും പടിഞ്ഞാറുനിന്നും വരുന്ന ആളുകൾക്കു പ്രത്യേകിച്ചും വളരെയധികം വിഷമങ്ങൾ ഈ റോഡു താന്നിരിക്കുന്നതുകൊണ്ടു വരുന്നുണ്ട്. അതുകൊണ്ടു ആ റോഡു കുറെക്കൂടി പൊക്കി കുറെക്കൂടി സൗകര്യപ്പെടുത്തിക്കൊടുക്കുവാൻ ഗവണ്മെന്റുശ്രദ്ധിക്കേണ്ടതാണ്.

ആ താലൂക്കിൽ പല റോഡുകളിലും പാലങ്ങൾ ഇല്ലാത്തതു കൊണ്ടുപലവിഷമതകളും ഉണ്ടാകുന്നുണ്ട്. മീനച്ചിൽ ടെൺസിനടുത്തുതന്നെ ഒരു പാലം ഉണ്ടാക്കി ഗതാഗതത്തിനുള്ള സൗകര്യങ്ങൾ വർദ്ധിപ്പിക്കേണ്ടതാണെന്ന് ശ്രീമൂലം പ്രജാസഭയിലും കഴിഞ്ഞ നിയമനിർമ്മാണസഭയിലും പലപ്പോഴും ജനപ്രതിനിധികൾ ആവശ്യപ്പെട്ടിട്ടുണ്ട്. പ്രസ്തുത പാലം പണിയുന്നതിലേക്കായി ഒരിക്കൽ പണം അനുവദിച്ചു എങ്കിലും ആ പണം ചിലവാക്കാതില്ല. ഇങ്ങനെ ഒരിക്കൽ പണം അനുവദിക്കുകയും പിന്നീടു അതു ചിലവാക്കാതിരിക്കുകയും ചെയ്യുന്നതുകൊണ്ടു യാതൊരു പ്രയോജനവുമില്ല. ആ സംഗതയിലും ഗവണ്മെന്റു പ്രത്യേകം ശ്രദ്ധപതിപ്പിക്കേണ്ടിയിരിക്കുന്നു. ചിഫ് ഇൻജിനീയർതന്നെ സ്ഥലത്തു വന്നുനോക്കിച്ച് ജനങ്ങളുടെ ആവശ്യമറിഞ്ഞു വേണ്ടതുപ്രവർത്തിക്കണമെന്ന് ആ താലൂക്കുകാരുടെ പ്രതിനിധി എന്ന നിലയിൽ ഞാൻ അപേക്ഷിച്ചുകൊള്ളുന്നു.

DEPUTY PRESIDENT : I wish to say a word. There is some noise proceeding from certain portions of the Hall. I do not want to locate it. Of course, I may be excused in saying that. If there is absolute silence, discussion will be more profitable because even in the best atmosphere there is difficulty of hearing, so far as some members are concerned. So I press that upon the attention of all who are here.

MR. A. EASWARA PILLAI (Kalkulam II) : I move that the question be now put.

DEPUTY PRESIDENT : Mr. Alexander will speak.

MR. T. K. ALEXANDER (Kunnathnad I) : I also wish to speak a few words on the cut motion moved by Mr. S. Neelakanta Pillai. In this respect I don't blame the Chief Engineer for not finding funds but he is aware of the difficulties which we have to undergo in respect of communications. He himself visited the place and I took him for about 2 miles and we walked up the whole length of two miles and he

fully realised that we require that road but he at last has disappointed us because in the budget we see no provision made for that item of work, for the road which I mention *i. e.* Edappalli-Arakkakadavu. The charge levelled against the Chief Engineer that he cannot walk up cannot be endorsed. Then, Sir, all the members brought to the notice of the Government only about the requirements of new roads for communication only. But further than that I wish to say that in the budget speech of the Financial Secretary it is definitely stated that an area of 28 sq. miles of *etta* forest has been opened due to the opening of the Neriambangalam-Pallivasal line. Sir, the other day the Chief Secretary has replied to my interpellation that a Sanatorium which is somewhere in South Travancore cannot have any approach roads or have any other proper means of communication. Sir, I would also draw the attention of Government for the proper means of communication that new roads could be opened wherever necessary but for other purposes *e. g.* commercial as well as industrial development of the country. With these few words, I support the motion.

DEPUTY PRESIDENT : I am aware of the fact that Mr. Easwara Pillai got up and said he has a closure motion. I said that it may wait till Mr. Alexander has spoken. Mr. Easwara Pillai apparently wants to put that matter before the House. In that case the House will have to decide that.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*) : Sir, that the question before the House is an all important one has been testified to by all members. Year after year representations have been made, but the Government have been turning a deaf ear to the just and legitimate demands of the people. The Chief Engineer's reply is not at all satisfactory. So I want to press the motion.

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : Sir, I am sorry that the mover of the motion does not find my reply satisfactory. His motion was to reduce the allotment of Rs. 3,600 for travelling allowance by Rs. 5. This has been fully discussed and I see no need for the member to press for a division.

As I said earlier, Government are fully aware of the need for new roads but finances do not permit the expenditure at present. I would also say that, if the people are so eager for new roads, they should show this in a practical manner. Is it too much for Government to expect that interested people who petition for roads should come forward and offer the necessary land free of cost rather than ask for payment which in many cases forms a considerable part of the estimate? For instance, the mover spoke of the Avanavancherry-Ayalam road the estimate for which is Rs. 24,000 of which Rs. 9,000 is for land compensation. I could give other instances of the same and I would repeat that, if people would surrender their land and do something towards the formation. Government would, I feel sure, in their turn give full consideration to the requests.

MR. S. J. NAIR (*Nedumangad*): May I know from the member whether he is aware that the people of the locality of the Kallara Aruvipuram trace are willing to surrender lands free of compensation?

MR. G. B. E. TRUSCOTT (*Chief Engineer*): I am not aware.

The motion was put to vote and declared carried.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): Sir, I demand a poll.

A poll was taken and the House divided as follows:—

AYES—42.

1	Mr. T. K. Alexander	21	Mr. T. Krishna Pillai
2	" V. T. Chacko	22	" K. Kunjukrishna Pillai
3	" S. Chattanatha Karayalar	23	" M. K. Madhavan Pillai
4	" P. Chidambaram Pillai	24	" K. Mahomed
5	" A. S. Damodaran Asan	25	" M. N. Nair
6	" A. Easwara Pillai (<i>Kalkulam II</i>)	26	" K. A. Narayana Pillai
7	" A. Easwara Pillai (<i>Kottarakara</i>)	27	" G. Nilakantan
8	" K. R. Elenkath	28	" S. Nilakanta Pillai
9	" M. Mahomed Haneef	29	" K. Padmanabhan
10	" S. J. Nair	30	" Edavanatt S. Padmanabha Menon
11	" T. S. Jayantan Nambootiri	31	" Kainikkara M. Padmanabha Pillai
12	" J. M. Joseph	32	" Changanachery K. Paramesvaran Pillai
13	" T. C. Joseph	33	" V. Ramakrishna Panickar
14	" K. C. Karunakaran	34	" R. Sambasiva Aiyar
15	" T. T. Kesavan Sastri	35	" K. Sankaran
16	" K. M. Krishnan	36	" M. Sivatanu Pillai
17	" K. P. Krishna Menon	37	" A. Thanu Pillai
18	" Pottayil S. Krishna Panickar	38	" S. Thiraviam Nadar
19	" N. K. Krishna Pillai	39	" P. K. Thomas
20	" Puthupalli S. Krishna Pillai	40	" N. E. Varughese
		41	" V. K. Velappan Nair
		42	" T. P. Velayudhan Pillai

NOES—11.

1	Mr. Antony George	7	Mr. Kayalam Paramesvaran Pillai
2	" K. George	8	Rao Bahadur N. Ramanuja Aiyangar
3	Rao Sahib Dr. N. Kunjan Pillai	9	Mr. R. M. Statham
4	" C. O. Madhavan	10	" T. C. Thommen
5	" R. Nilakanta Pillai	11	" G. B. E. Truscott
6	" N. K. Padmanabha Pillai		

NEUTRALS—8.

1	Mr. N. Abdur Rahiman Sahib	6	Mr. P. C. Narayanan Bhattatiripad
2	" K. C. Abraham	7	" P. K. Narayana Pillai
3	" E. K. Kunjuraman	8	Rao Sahib S. Paramesvara Aiyar
4	" K. M. Kuriakose		
5	" K. Madhavan		

Motions Nos. 142 to 150.

DEPUTY PRESIDENT : Motions from 142 to 150, both inclusive lapse.

The following motions were therefore not moved :

- MR. S. NILAKANTA PILLAI :**
 142. To reduce the allotment of Rs. 3,600 for travelling allowance by Re. 1.
MR. N. K. KRISHNA PILLAI :
 143. To reduce the allotment of Rs. 3,600 for travelling allowance by Re. 1.
MR. V. K. VELAPPAN NAIR :
 144. To reduce the allotment of Rs. 3,600 for travelling allowance by Rs. 10.
MR. N. E. VARUGHESE :
 145. To reduce the allotment of Rs. 3,600 for travelling allowance by Rs. 5.
MR. K. KUNJUKRISHNA PILLAI :
 146. To reduce the allotment of Rs. 3,600 for travelling allowance by Re. 1.
MR. N. JOHN JOSEPH :
 147. To reduce the allotment of Rs. 3,600 for travelling allowance by Re. 1.
MR. K. PADMANABHAN :
 148. To reduce the allotment of Rs. 3,600 for travelling allowance by Re. 1.
MR. K. A. NARAYANA PILLAI :
 149. To reduce the allotment of Rs. 3,600 for travelling allowance by Re. 1.
MR. N. E. VARUGHESE :
 150. To reduce the allotment of Rs. 1,250 for office expenses and miscellaneous by Re. 1.

Motions Nos. 151 to 158.

The following motions were not moved.

- MR. S. NILAKANTA PILLAI :**
 151. To reduce the allotment of Rs. 38,614 for Direction by Re. 1.
MR. S. NILAKANTA PILLAI :
 152. To reduce the allotment of Rs. 38,614 for Direction by Rs. 5.
MR. S. NILAKANTA PILLAI :
 153. To reduce the allotment of Rs. 38,614 for Direction by Rs. 5.
MR. N. K. KRISHNA PILLAI :
 154. To reduce the allotment of Rs. 38,614 for Direction by Re. 1.
MR. N. K. KRISHNA PILLAI :
 155. To reduce the allotment of Rs. 38,614 for Direction by Re. 1.
MR. K. M. KURIAKOSE :
 156. To reduce the allotment of Rs. 38,614 for Direction by Re. 1.
MR. K. MAHOMED :
 157. To reduce the allotment of Rs. 38,614 for Direction by Re. 1.
MR. K. M. KURIAKOSE :
 158. To reduce the allotment of Rs. 38,614 for Direction by Re. 1.

Motion No. 159.

MR. A. S. DAMODARAN ASAN (Mavelikara) : Sir, I rise to move motion No. 159. I have got the right.

DEPUTY PRESIDENT : You have not the right. You must say "If the Deputy President allows me."

MR. A. S. DAMODARAN ASAN (Mavelikara) : I am sorry for the mistake and I correct it. I rise to move that the sum of Rs. 38,614 allotted for Direction be reduced by rupee one, to urge upon the

[Mr. A. S. Damodaran Asan.]

Chief Engineer the necessity of allotting more funds for the works and for proper application of the funds thus allotted. A point of explanation. The latter part of the motion is apparently no part of the motion and I may be allowed to move that motion on the ground that the tolls may be abolished.

DEPUTY PRESIDENT: I cannot understand the implication and I am not satisfied with the manner in which the member makes the motion. I invite the opinion of the Law Member.

MR. KAYALAM PARAMESWARAN PILLAI (*Additionl Head Sirkar Vakil*): I think in regard to motion No. 160 what the member observed is correct.

MR. A. THANU PILLAI (*Trivandrum-Rural*): I cannot hear the Law Member.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): I beg to submit for the kind consideration of the Chair whether my motion consists of only the first part.

DEPUTY PRESIDENT: I rule that the member cannot speak about the abolition of tolls.

MR. A. THANU PILLAI (*Trivandrum-Rural*): May I make one submission?

DEPUTY PRESIDENT: I have already ruled Mr. Asan is at liberty to make his motion.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): I do not want.

DEPUTY PRESIDENT: When some member rises up and asks the Chair the indulgence and says that he does not want the indulgence from the Chair, he is not courteous to the Chair or the House and I rule it out of order.

Motion No. 160

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): Sir, I beg to move the following motion:

To reduce the allotment of Rs. 38,614 for Direction by Re. 1.

Sir, the object of my motion is to urge upon the Government the necessity for abolishing the toll-gates. I do not want to make a lengthy speech on the subject. It is unnecessary to go into the question of the nature and incidence of the taxation. Last year, during the discussion of the Budget, I moved a similar motion to urge the abolition of tolls. On the assurance given by Government that they would seriously consider the question of abolition of tolls in 1110, I withdrew the motion with the permission of the House. The abolition of tolls was the subject matter of discussion in the old Legislative Council also and I understand that a resolution urging the abolition of tolls was carried by the Council. Sir, we have been building up high hopes on the assurance given by Government that this question would be settled this year. But we are sadly disappointed in this respect. Instead of abolishing the toll-gates, Government are now trying to introduce more toll-gates. I submit, Sir, this House is entitled to be treated better.

Sir, the collection of tolls on roads and highways is in the nature of robbery and I would describe it as legalised robbery. All advanced States are giving up this taxation. Sir, I refer to the system obtaining in British India. The Government of Madras gave up this form of taxation a few years ago by legislation. Although the Government of Madras were very much handicapped by this measure, they have not resorted to re-introduction of tolls.

DEPUTY PRESIDENT : I doubt very much whether robbery could be legal.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): Levy of tolls constitutes levy of fees on movement of traffic on public highways and cannot be justified on principle. I did not say it is 'legal robbery'. I said, it is 'legalised robbery'. And I was just putting it in figurative language. But for the sanction given by law, the levy would amount to robbery. That is what I meant by 'legalised robbery'.

Sir, coming now to the system obtaining in British India, although by the abolition of tolls, the Madras Government was very much handicapped and although the local bodies brought pressure to bear upon the Government, they did not take courage to re-introduce the tolls. I trust our Government would fall into line with the Madras Government in this respect and take up the matter seriously and abolish the tolls at a very early date. With these observations, I move my motion for the acceptance of the House.

MR. M. SIVATANU PILLAI (*Tovala*): In heartily supporting the motion made by Mr. Karayalar, I may refer only to one incident. Some three months ago, in the course of a visit to Nagercoil by the Head of the Administration, the Municipality of Nagercoil presented him a welcome with an address and in that address a reference was made that the toll-gates should be handed back to the Municipality. In the course of his reply to the address, the Dewan made a significant statement that the toll-gates were not only a source of nuisance to the passengers, but he also positively affirmed that it was an obstacle and a source of annoyance to the passenger and ill-suited to the modern notions of the civilised world. This is his statement.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*): Pray, who was the Dewan?

MR. M. SIVATANU PILLAI (*Tovala*): He is no less a person than Khan Bahadur Sir Muhammad Habibullah Sahib Bahadur.

DEPUTY PRESIDENT : The incident took place about two months ago and the Dewan might have made his remark in his private capacity and it is certain that it was not an admission by the Government.

MR. M. SIVATANU PILLAI (*Tovala*): I am concerned only with the Head of the Administration and it was to the Dewan as the Head of the Administration that the Nagercoil public thought fit to present an address of welcome and it was to the Dewan that the Municipal Council made a request to hand over the toll-gates to them so that it may be a source of additional income to the Municipality. That

[Mr. M. Sivatanu Pillai.]

reply given by him was received with acclamation and cheers and the people gathered there then understood that it was going to be a red letter day for the Travancore State at the prospect of abolishing toll-gates. Sir, but now we find after the lapse of three or four months since this announcement the number of toll-gates is in excess of what it was during last year. That is a thing which we were not at all then prepared to meet with and we never expected that the Dewan spoke those words with mental reservation.

DEPUTY PRESIDENT : I do not think you are in order to get into the motives of persons. I do not think any member is justified in doing so.

MR. M. SIVATANU PILLAI (Tovala) : We expected only then that the existing toll-gates will be abolished and no more tolls will be added. But this is a very disappointing modification of the old intention which might be the worn-out diplomacy imported from British India at double the cost. As per the present arrangement, here is one toll-gate on the northern side of the Municipality and one at the southern side. Unfortunately the citizens who are living inside the municipal area and who want to go either to the one side or the other are subjected to pay two tolls for their conveyances. Is this the fulfilment of the Dewan's public announcement to abolish tolls? Of course I was also present and as the chairman of the Council participated in the meeting by the Nagercoil citizens for the presentation of that address to the Dewan. But now the municipal citizens of Nagercoil will have to pay their dues in two ways, one to the municipality as vehicle tax and the other as toll fee, one at the northern toll-gate and the other at the southern toll-gate. That is a peculiarity in which that particular municipality exists. Sir, apart from all these considerations, this is the most inopportune time for the introduction of tolls. It may be said that it is only a matter of payment of 2 or 4 chuckrams for a bullock cart. But all the same it is a nuisance and a nuisance which we cannot afford to tolerate. Even in British India, toll-gates are abolished. In these days when we are prepared to copy everything from British India, why should we stand aloof in this matter alone? Why not we follow them in the matter of the abolition of tolls also?

MR. M. N. NAIR (Kottayam I) : സർ, ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുവാനാണ് ഞാൻ എഴുന്നേറ്റത്. ടോൾഗേറ്റുകൾ ഏർപ്പെടുത്തിയകാലം മുതൽ അതുനിമിത്തം ജനങ്ങൾക്കുണ്ടാകുന്ന ധനനഷ്ടവുമെന്നെ യല്ല യാത്രാതടസ്സവും സമയനഷ്ടവും എത്രമാത്രമാണെന്നുള്ളതിനെപ്പറ്റി ഗവണ്മെന്റിനെ പലപ്പോഴും ഉൽബോധിപ്പിച്ചിട്ടുണ്ട്. ഇതു അടുത്തകാലത്തു നിറുത്തിക്കൊള്ളാമെന്നു ഞാൾ ജനങ്ങൾക്കുണ്ടായിരുന്നു. എന്നാൽ കൂടുതൽകൂടുതൽ ടോൾഗേറ്റുകൾ പിന്നെയും ഗവണ്മെന്റു ഏർപ്പെടുത്തുകയാണ് ചെയ്യുന്നത്. ഇങ്ങനെ ടോൾഗേറ്റുകൾ ഏർ

പ്ലേട്ടത്തുന്നതുകൊണ്ടു ജനങ്ങൾക്കു വാസ്തുവത്തിൽ അസഹ്യമായ ധനനഷ്ടവും സമയനഷ്ടവും ഉണ്ടാകുന്നുണ്ടെന്നു പറയുന്നതിൽ തീരെ അതിശയോക്തിയല്ല. രാത്രികാലങ്ങളിൽ തെറ്റായൊരുകാരെപ്പോലും റോഡിന്റെ നടുവിൽ രണ്ടു തൂണുകൾ നിർത്തി അതിൽമുളയോ ഇരമ്പുകമ്പിയോ വിലങ്ങിട്ടുവെച്ചു പൂട്ടി മാറ്റം തടസ്സംവരുത്തിക്കൊണ്ടു ടോൾകാരൻ കിടന്നാണു് ഒരു സാധാരണ സംഭവമാകുന്നു. അയാളെ വാളിച്ചുണർത്തി ടോളം കൊടുത്തു ഒടുവിൽ ഉറക്കത്തിൽ നിന്നുണർത്തിയതിനു് അയാളുടെ ശകാരവും കൂട്ടുകൊണ്ടുവേണം യാത്രക്കാർ പോകുവാൻ. ഈ പറഞ്ഞതു് എന്റെ അനുഭവമാണു്. ഇവിടത്തെ ഉദ്യോഗസ്ഥന്മാർക്കുള്ള സഞ്ചാരത്തെക്കാൾ ഒട്ടും കുറവല്ലാത്ത സഞ്ചാരം എനിക്ക് ചെയ്യേണ്ടതായിട്ടുണ്ടു്.

ഒരിടത്തു ടോൾ ഏർപ്പെടുത്തിയാൽ അതിന്റെ സമീപസ്ഥലത്തുള്ളവർക്കു് ഏറ്റവും ചിലയുപേറുവാനുണ്ടു്. ഏറ്റുമാനൂർ റോഡിൽ ഒരു ടോൾ ഗേറ്റുണ്ടു്. എല്ലാ ടോൾഗേറ്റിനും ചില ഉപഗേറ്റുകളും കാണാം. അതിരമ്പല ചന്തയിലേക്കുള്ള റോഡിൽ ഒരു ഉപഗേറ്റു സ്ഥാപിച്ചിട്ടുണ്ടു്. അതിനാൽ അവിടെയുള്ളവർക്കു് വളരെ വിഷമങ്ങൾ നേരിട്ടുകൊണ്ടിരിക്കുന്നു. ഒരു ഇംഗ്ലീഷ് പള്ളിക്കൂടം, ആശുപത്രി, ചന്ത, എന്നിങ്ങനെ പലതും അവിടെയുള്ളതിനാൽ ആപ്രദേശത്തുള്ളവർക്കു് ടോൾ കൊടുക്കാതെ ജീവിക്കുവാൻ തീരെ സാദ്ധ്യമല്ലെന്നു വന്നിരിക്കുന്നു. ആസ്ഥലത്തുള്ളവർക്കു് ചന്തയിൽ ചെന്നു എന്തെങ്കിലും സാമാനം വാങ്ങുന്നതിനോ വിൽക്കുന്നതിനോ കുട്ടികളെ വാഹനത്തിൽ സൂച്ചിൽ അയക്കുന്നതിനോ രോഗികളെ വാഹനത്തിൽ ആശുപത്രിയിൽ കൊണ്ടുപോകുന്നതിനോ ടോൾ കൊടുക്കാതെ നിർത്തിയില്ല. മുനിസിപ്പാലിറ്റികളിൽ സാധാരണ ചെയ്തുവരാറുള്ളതു പോലെ ആണ്ടിൽ concession ആയിച്ചും പിരിക്കുന്നപതിവു് P. W. D. ടോൾഗേറ്റു് ഏല്പാടിൽ അനുവദിക്കപ്പെട്ടിട്ടുണ്ടെന്നുതോന്നുന്നില്ല. ചില ടോൾഗേറ്റുകളിൽ അങ്ങനെയൊന്നുവരാറുണ്ടെന്നു ചിലർ പറയുന്നു. എന്തെന്നു, എനിക്കു് അനുഭവമില്ല. ഇങ്ങനെയുള്ള നികുതി ഏർപ്പെടുത്തി കൂടുതൽ റവന്യൂ ഉണ്ടാക്കുന്നതു് ഗവണ്മെൻറിന്റെ ധർമ്മമല്ല. ജനങ്ങളിൽ നിന്നും പിരിക്കുന്നപണം വളരെ കൂടുതലാണു്. അതായതു് ഒരു ലക്ഷം രൂപയുടെ ടോൾഗേറ്റു ലേലത്തിൽ നിന്നുണ്ടു് ലക്ഷം രൂപാകുറുപ്പാകൂർ പിരിച്ചെടുക്കുന്നു. ഒരു ലക്ഷം രൂപാ ഗവണ്മെൻറിനു കിട്ടാൻ വേണ്ടി രണ്ടു ലക്ഷം രൂപ ജനങ്ങൾ നഷ്ടപ്പെടേണ്ടതായിട്ടു

[Mr. M. N. Nair.]

ണിരിക്കുന്നത്. ഈ നയത്തെ ഞാൻ ഒരിക്കലും അനുകൂലിക്കുന്നില്ല. ഒരു രൂപാ ഗവണ്മെൻറിന്റെ കയ്യിൽ വരാൻ വേണ്ടി രണ്ടു രൂപ ജനങ്ങൾ നഷ്ടപ്പെടത്തക്കവണ്ണമുള്ള ഒരു നികുതി ഒരിക്കലും ഗവണ്മെൻറു ജനങ്ങളുടെ അടുക്കൽ നിന്നും പിരിച്ചുകൂടാത്തതാകുന്നു. കൂടാതെ ഈ ടോൾഗേറുകൾ നിൽക്കൊള്ളാമെന്നുള്ള വാഗ്ദാനം ഗവണ്മെൻറു പക്ഷത്തിൽ നിന്നും ജനങ്ങൾക്കു കിട്ടിയിട്ടുണ്ട്. പലപ്പോഴും നമ്മുടെ ഗവണ്മെൻറു അവരുടെ ഭരണവിഷയത്തിൽ ആധാരമായി എടുക്കാറുള്ള അയൽ രാജ്യങ്ങളിൽ കൂടിയും ടോൾ ഗേറു നിൽത്തിയിരിക്കുന്നു. ഇതിനുമുമ്പ് കൊല്ലം ആലപ്പുഴ റോഡിൽ നീണ്ടകരയും നങ്ങാർകുളങ്ങരയിലും ഓരോ ടോൾഗേറു സ്ഥാപിച്ചപ്പോൾ അതിനെ പ്രതിഷേധിച്ച ആലപ്പുഴ കൊല്ലം ലെനില്ലുള്ള ബസ്സുകാർ എല്ലാവരും കുടിശ്ശികക്കുചെയ്തു. അതിനെ സംബന്ധിച്ച് പബ്ലിക്കുമീറ്ററിംഗുകൾ കൂടുകയുണ്ടായു. ഒരു പബ്ലിക്കുമീറ്ററിംഗിന് ആദ്യപ്രകാശനമാകുന്നതുള്ള ഭാഗ്യവും എനിക്കുണ്ടായി. എന്നാൽ ആ അവസരത്തിൽ ആലപ്പുഴ ടൗണിലേ ഒരു പ്രധാനപത്രരും ഇതിനുമുമ്പു ഇവിടത്തെ നിയമസഭയിലെ ഡിപ്യൂട്ടി പ്രസിഡൻറായിരുന്ന ഭേദവും ആയ പരേതനായ ശ്രീമാൻ കൃഷ്ണയ്യങ്കാർ അചർകൾ ഇവിടെ വന്ന് ഗവണ്മെൻറിന്റെ അടുക്കൽ ഈ വിഷയങ്ങളെപ്പറ്റി പറഞ്ഞു ടോളിന്റെ നിരക്കുകുറപ്പിച്ചു. ആവിവരം ആലപ്പുഴ മകമ്പിയടിച്ച് ബസ്സുകാരെ സമാധാനപ്പെടുത്തി ശ്വേതാവസാനിപ്പിക്കുകയായു ചെയ്തു. അതിനു ശേഷം നിൽത്താക്കപ്പെട്ട നീണ്ടകര ടോൾ ഇതാ പുനരവതാരം ചെയ്തിരിക്കുന്നു. അതിനെ എങ്കിലും ഉടൻ സംഹരിക്കണമെന്നാണ് അവസാനമായി എനിക്കു പറയാനുള്ളതു്.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Sir, I support the motion before the House. The levy of tolls is the most objectionable form of taxation. This can be seen from the fact that, from the very first time of the institution of tolls, strong objection has been raised in this country. At that time, the reason advanced by the Government was that the cost of maintenance of the roads is increasing very high and there must be some means by which additional expenditure should be met. A token motion was moved in the Budget Session of the Legislative Council in 1101, when it was said that the abolition of tolls would be considered and that taxes in some other form levied. It was also suggested that they would consider the question of imposing an additional duty on petrol. The British Government have imposed an additional duty on petrol and Travancore is receiving a share of the same. So Government ought to have abolished toll-gates from the date when that portion of the additional duty was received by Travancore Government. When at a time the people are agitating for the

abolition of even the existing tolls, it is rather surprising to find that Government are coming with proposals for the institution of new and additional toll-gates. All that the Government care, is to see that as much money as possible is realised by this new form of taxation. When a toll was introduced at Neendakara, it was stated that the Neendakara Bridge is a reproductive scheme. From the next year onwards, a new toll-gate is proposed to be instituted at Mavelikara. I have been requesting the Government for a few miles of roads in the Mavelikara taluk. Government have not acceded to that request. Moreover the amounts budgeted in previous years have been allowed to lapse. They have been, without fairness or justice, levying more duty on petrol and taxing the people by instituting new toll-gates. Is it because the demand of the people for urgent works has been unheeded for a number of years in the Mavelikara taluk, that they are going to institute a new toll-gate at Mavelikara? I think, it would be seen that Government have no consistent course of action. When Neendakara toll was instituted, they shifted the toll from Krishnapuram to Nangiyarkulangara on the ground that Neendakara and Krishnapuram are too near. Now a new toll-gate at Neendakara is to be opened though there is one at Ochira which is nearer to Neendakara than Krishnapuram. What I am submitting is, the only interest of the Department seems to be to extract as much money as possible from the public in some form or other. In 1104 we find that the income of the P. W. D. under different items is about Rs. 5 1/2 lakhs. It amounted to 9 lakhs of rupees in 1108. This is almost 60 per cent. more than the income in 1104. And the allotment under communication for original works in 1104 was more than four times of the income of the P. W. D. in that year. While in 1110 the income would be about 10 lakhs of rupees, only Rs. 3 lakhs is allowed for original works. This is about one-third of the P. W. D. income. This would show the extent to which the allotment under P. W. D. has been indiscriminately cut down. From these things, I think, it can be seen that Government have absolutely no justification for the continuance of these toll-gates; and I am sure that Government would take the earliest opportunity for the abolition of the toll-gates in the State.

Mr. POTTAYIL S. KRISHNA PANICKAR (*Shertala II*): I support the motion made by Mr. Karayalar. In doing so, let me describe to the House how this proposed introduction of the new toll-gate at Neendakara would affect the bus traffic on the main route between Quilon and Alleppey. Sir, now each bus that is plying between Quilon and Alleppey has to pay something like Rs. 600 per year, over and above Rs. 110 which they have to pay as the Municipal tax at Quilon and Alleppey. This is a most inopportune time for the introduction of tolls. It would highly inconvenience the bus-owners who will have to pay toll at the rate of Rs. 4 per day per bus running between Quilon and Alleppey. Therefore I would urge the necessity of the abolition of toll-gates.

[Mr. Pottayil S. Krishna Panickar.]

Now that there is the Boat Service from Alleppey to Quilon and *vice versa* within half an hour and the charge is very low, the bus traffic has to face very keen competition. Even now the bus-owners are running their buses at a loss and any additional burden in the nature of an additional toll would only paralyse bus traffic. This proposed introduction of an additional toll at Neendakara would necessitate payment of tolls at two places, distance between them being very short. Between Kayankulam and Quilon, a vehicle has to pay two tolls and, Sir, this is against the declared policy of Government that not more than one toll will be put up within a distance of fifty miles. Hence I would request the Government that no new toll should be imposed at Neendakara. With these words, I support the motion.

MR. T. P. VELAYUDHAN PILLAI (*Tiruvalla III*) : ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നതോടുകൂടി ഒരുകാലും മാത്രം പറയണമെന്നു വിചാരിക്കുന്നു. സാമ്പത്തികാധിപതനം തിരുവിതാംകൂറിൽ ഇത്രയും സ്ഥായിയായി നിലനിൽക്കുന്നുണ്ടെന്നുള്ള സംഗതി ഗവണ്മെൻറുപോലും ബഡ്ജറ്റുപ്രസംഗത്തിൽ സ്പഷ്ടമായി സമ്മതിച്ചു കഴിഞ്ഞിരിക്കുന്നു. ടോൾഗേറ്റുകളുടെ കൺട്രാക്റ്റുകൾ മിക്കവാറും എടുക്കുന്നത് ധനികന്മാരായ വിദേശകൺട്രാക്ടറന്മാരാണ്. ഗവണ്മെൻറിലേക്കു കരാറു സരിച്ചു അടയ്ക്കേണ്ട റിനേക്കാൾ എത്രയോ കൂടുതൽ സംഖ്യ അവർ ജനങ്ങളിൽനിന്നും ഈടാക്കുകയും അടച്ചതു നീക്കിയുള്ള വമ്പിച്ചുലാഭം വിദേശങ്ങളിലേക്കു കടത്തുകയും ചെയ്യുന്നു. ഇവരോടു എത്രക്കുന്നതിനു രാജ്യവാസികളുടെ ധനസ്ഥിതി അശേഷം അനുപദിക്കുന്നില്ല. ഈ സാമ്പത്തികാധിപതനകാലത്തു് ഇപ്രകാരം ജനങ്ങളുടെ പണം ഈ നാട്ടിൽനിന്നും അന്യനാടുകളിലേക്കു പോകുന്നതിനു ടോൾഗേറ്റു എർപ്പാട്ട് ഏറക്കുറെ സഹായിക്കുന്നുണ്ടു്. അക്കാര്യത്തിൽ ഗവണ്മെൻറു ശ്രദ്ധിക്കണം. ഇത്രയും പ്രസ്താവിച്ചുകൊണ്ട് ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുകൂലിച്ചു കൊള്ളുന്നു.

MR. S. J. NAIR (*Nedumangad*) : I rise to support the motion before the House. In doing so, I submit for the information of the House that, as a result of the existence of the P. W. D. toll-gates great difficulty and trouble are being experienced. The public are undergoing very serious inconveniences and loss. As far as the Nedumangad taluk is concerned, the people of Nedumangad have to pay tolls in all the roads. When we, the people of Nedumangad demanded the abolition of Nedumangad Town P. W. D. toll-gate, one more branch of the Nedumangad P.W.D. toll-gate was opened last year, a few furlongs away from the Nedumangad town, so much so, practically speaking, all the roads in Nedumangad are being ruthlessly fenced by putting up P. W. D. toll-gates and their branches and we are compelled to pay P. W. D. toll-gate fees, wherever we turn. People could not attend public offices, children could not attend schools, patients could not attend the Hospital, if they

travel in vehicles. Nowhere in the State or outside such a feature of life, cursed life, exists. Our roads are converted into "crawling lanes". We would prefer the payment of toll tax, instead of compelling us to pay this sort of P. W. D. toll-gate fees. Nedumangad Town with a radius of about four furlongs is practically "fenced" by the existence of toll gates.

DEPUTY PRESIDENT : The demand under discussion will be put to the House at 4-30 P. M.

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : Before that, Sir, I wish to speak a few words on the matter.

DEPUTY PRESIDENT : I do not put the question now, because I don't think that the motion has been discussed sufficiently.

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : In that case, Sir, may I speak?

DEPUTY PRESIDENT : Yes.

MR. G. B. E. TRUSCOTT (*Chief Engineer*) : The object of the establishment of toll-gates on roads in the State is to realise a return for the heavy expenditure incurred by Government on the construction and maintenance of roads from the vehicles that use and damage the roads. The maintenance grant for the roads for the years 1097 to 1109 rose from Rs. 6,32,000 in 1097 to Rs. 10,20,000 in 1109. It will be seen that the expenditure on maintenance has been steadily increasing with the result that the maintenance grant for 1109 has increased by Rs. 4 lakhs from that of 1097. This is due to the present day traffic. It is but fair that the vehicles that use the roads should contribute towards their maintenance. The abolition of tolls would mean loss of departmental receipt which, to a considerable extent, helps Government to meet the ever-increasing demand for expenditure on maintenance. This measure, except by its substitution by some other form of taxation, which would secure an equivalent amount, cannot be considered a sound financial policy especially at a time of economic depression. With a view to the introduction of motor vehicle taxation in place of tolls, steps have been taken to collect a fairly exhaustive list of motor vehicles garaged in the State through the agency of the Traffic Department of the Police. After gathering this information, it will be considered whether the scheme is deserving of adoption. The proposal to introduce motor vehicles taxation is likely to take time. Madras has tried it and revenue from motors has gone down and roads deteriorated although taxation is very high.

It will be pertinent in this connection to mention what obtains in other places. I may be permitted to read a short extract from the speech delivered by His Excellency the Governor of Bombay at the sixth annual meeting of the Indian Roads and Transport Development Association on April 18th, 1934 at Bombay.

"I am sorry indeed that my Government has not been able to make more progress with the abolition of tolls. In this connection the position is that the Government are in agreement with

[Mr. G. B. E. Truscott.]

you that the toll system is objectionable and unpopular and that tolls should be abolished at the earliest possible date. At the same time we cannot face the loss of revenue which this abolition would involve, and therefore before any steps are taken to abolish them it is necessary to have in operation some alternative system of taxation which will bring in an equivalent amount. The question has not been shelved and is still under examination, but the opposition evoked by the proposed compound tax on motor transport was so strong that for the present we have not been able to proceed further in that direction. To meet these difficulties I see that you refer to what has been done in this way in other Provinces. I would however point out that the steps taken by Bengal and Madras in this direction have been taken only very recently and little information can be available as yet as to the working in practice. Such information as we have on the subject indicates that the course adopted has not been entirely free from practical difficulties. I do not think therefore that on the experience of other Provinces which cover so short a period, we should be justified in trying to over-ride the opposition which our scheme has met with. The better course would appear to be either to seek for an alternative scheme or at any rate to wait until sufficient experience is available in other Provinces of the working of their new system to convert those whose opinion is hostile to the compound tax proposal. Meanwhile, we have taken such steps as we can to remove the anomalies from the toll system and I hope that our efforts in this direction will do something to mitigate, if not to overcome, the general unpopularity of tolls."

It will be seen from the speech extracted that the toll question is not one which effects Travancore only. In the last Budget Session of the Assembly Mr. Changanachery Paramesvaran Pillai suggested the imposition of a small tax on petrol consumed instead of the present system of levying tolls. This suggestion will be considered along with the proposal for the introduction of motor vehicles taxation. There is however difficulty in collecting statistics as to the quantity of the petrol consumed by each motor vehicle. That is, however, a matter of detail.

With regard to the introduction of new toll-gates, it will be seen that traffic using all the important roads is not being taxed at present. On an average, only 25 per cent. of the bus routes and 50 per cent. of the buses have been taxed. To make the taxation even, it would only be fair to tax all the buses that use all the trafficable routes.

Some members referred to the question of the re-establishment of the Neenda kara toll-gate. A gate was established in 1106 on the completion of the Neendakara bridge which was constructed as a capital work

at a cost of Rs. 5.37 lakhs but was abandoned on the establishment in 1108 of a P.W.D. gate at Quilon which is only $5\frac{1}{2}$ miles from Neendakara. It is only reasonable to re-establish the Neendakara gate now that the gates in Municipalities are abolished. Further, besides the capital expenditure incurred on the construction of the bridge, Government have annually to incur a heavy recurring expenditure to maintain the bridge. Additional expenditure had also to be incurred to repair and maintain the approach roads to the bridge due to sea erosion.

Travancore revenues have to contribute a large sum towards road maintenance. In England the vehicle tax contributes to the general revenues. The present toll receipts in Travancore are insufficient even to maintain the metalled roads. The system of tolls therefore has to continue until vehicle taxation or some other form of taxation is introduced to contribute towards the cost of maintenance of roads by the road users.

RAO SAHIB DR. N. KUNJAN PILLAI (*Chief Secretary to Government*) : Sir, I do not want to take much time of the House, but I think there is one aspect of the question which must be placed before the House, before it divides on this important motion. A little while ago the House divided on another motion and carried it by a large majority. The object of that motion was to urge on the P. W. D. to spend more money on opening roads, constructing bridges and improving canals. Member after member stood up and said that his constituency was not receiving due attention at the hands of the P. W. D. and that this department should get larger funds for carrying out the objects of that motion. Now here is a motion which aims at reducing the revenue of the Government by something like Rs. 4 lakhs. On the one hand the Honourable members request the Government to allow more funds for public works and on the other they want to abolish all tolls and reduce the revenue to the extent of Rs. 4 lakhs. May I ask the Honourable members how it is possible to reconcile these two suggestions?

Then Sir, after all, who are those that pay the tolls? Not the ordinary man who walks on the road but only the vehicles that use the roads and damage them. Roads are meant for vehicle traffic as well as for the use of pedestrians. The pedestrians do not damage the roads and they need not pay any toll at all, but vehicles, such as motor cars and motor buses, which cause damage to roads, have to. The ordinary country carts which use the roads also do considerable damage and they too have to pay the tolls. I do not think, Sir, that there is anything unreasonable in demanding a small fee from those agencies which damage the roads. The amount now collected by way of tolls is Rs. 4 lakhs. If there is an alternative method by which we can collect this money, which is utilised for the maintenance of the roads, Government would certainly consider that method. I know that a suggestion was made on a previous occasion that the Government should abolish all tolls and introduce in their place some other tax, e. g. a tax on petrol consumed by the motor vehicles.

DEPUTY PRESIDENT: I am reminding the member that he is entitled only to five minutes.

RAO SAHIB DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): I will try to finish my speech within that time, Sir. Government have already thought of another method of taxing but they have not decided it. If I remember correctly, in Madras where the tolls were once in existence and were subsequently abolished, I doubt whether they are quite happy in having abolished them. They are even thinking, I am told, of re-introducing tolls. They would prefer tolls to the present system of taxation. The real difficulty is therefore to find an alternative method by which we can realise the money we are now collecting and which will be less irksome to the people. The Madras Government have tried another method and they do not seem to be happy over it. Government will certainly consider that. I know that a suggestion was made on a previous occasion that the Government should abolish the tolls and introduce a tax on petrol.

DEPUTY PRESIDENT: I may remind the member that he is entitled only to two minutes more.

RAO SAHIB DR. N. KUNJAN PILLAI (*Chief Secretary to Government*): Government have considered the suggestion and have not given it up altogether. It is still under their consideration. The real difficulty about the abolition of tolls is that we stand to lose thereby four lakhs of rupees. Tolls can be abolished if Government can hit upon an alternative method to realise this money which is spent on the maintenance and improvement of communications. Government are considering the question in all its aspects and my only appeal to the House is to leave the tolls alone for the present. We are getting Rs. 4 lakhs from tolls and this amount is spent on the maintenance of the roads. If the revenue falls, the allotment to the P. W. D. will have to be reduced and the work of the department will naturally suffer.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): I want to press the motion.

MR. G. B. E. TRUSCOTT (*Chief Engineer*): Have I the right to reply, Sir?

DEPUTY PRESIDENT: No time for reply as the motion has to be put to the House at 4-30.

The following motions lapsed due to time limit.

MR. N. E. VARUGHESE:

161. To reduce the allotment of Rs. 38,614 for Direction by Re. 1.

MR. K. P. KRISHNA MENON:

162. To reduce the allotment of Rs. 38,614 for Direction by Re. 1.

MR. N. JOHN JOSEPH:

163. To reduce the allotment of Rs. 38,614 for Direction by Re 1.

MR. N. E. VARUGHESE :

164. To reduce the allotment of Rs. 38,614 for Direction by Re. 1.

MR. T. P. VELAYUDHAN PILLAI :

165. To reduce the allotment of Rs. 59,989 for Direction by Re. 1.

MR. T. P. VELAYUDHAN PILLAI :

166. To reduce the allotment of Rs. 59,989 for Direction by Re. 1.

MR. T. P. VELAYUDHAN PILLAI :

167. To reduce the allotment of Rs. 59,989 for Direction by Re. 1.

MR. EDAVANATT S. PADMANABHA MENON :

168. To reduce the allotment of Rs. 59,989 for Direction by Re. 1.

MR. T. KRISHNA PILLAI :

169. To reduce the allotment of Rs. 59,989 for Direction by Re. 1.

MR. V. RAMAKRISHNA PANICKAR :

170. To reduce the allotment of Rs. 59,989 for Direction by Re. 1.

MR. K. KUNJUKRISHNA PILLAI :

171. To reduce the allotment of Rs. 59,989 for Direction by Re. 1.

MR. KAINIKKARA M. PADMANABHA PILLAI :

172. To reduce the allotment of Rs. 59,989 for Direction by Re. 1.

MR. M. N. NAIR :

173. To reduce the allotment of Rs. 59,939 for Direction by Rs. 5.

MR. M. SIVATANU PILLAI :

174. To reduce the allotment of Rs. 59,989 for Direction by Re. 1.

MR. T. KRISHNA PILLAI :

175. To reduce the allotment of Rs. 59,989 for Direction by Rs. 10.

MR. POTTAYIL S. KRISHNA PANICKAR :

176. To reduce the allotment of Rs. 59,989 for Direction by Re. 1.

MR. EDAVANATT S. PADMANABHA MENON :

177. To reduce the allotment of Rs. 59,989 for Direction by Re. 1.

MR. A. S. DAMODARAN ASAN :

178. To reduce the allotment of Rs. 61,740 for salaries by Re. 1.

MR. A. THANU PILLAI :

179. To reduce the allotment of Rs. 62,574 under establishment by Re. 1.

MR. K. C. KARUNAKARAN :

180. To reduce the allotment of Rs. 62,574 under establishment by Re. 1.

MR. E. V. KRISHNA PILLAI :

181. To reduce the allotment of Rs. 2,250 for salaries by Rs. 10.

MR. K. KUNJUKRISHNA PILLAI :

182. To reduce the allotment of Rs. 2,250 for salaries by Re. 1.

MR. K. KUNJUKRISHNA PILLAI :

183. To reduce the allotment of Rs. 3,510 for establishment by Re. 1.

MR. K. KUNJUKRISHNA PILLAI :

184. To reduce the allotment of Rs. 3,635 for travelling allowance by Re. 1.

MR. K. KUNJUKRISHNA PILLAI :

185. To omit the allotment of Rs. 3,635 for travelling allowance.

MR. K. KUNJUKRISHNA PILLAI :

186. To reduce the allotment of Rs. 3,000 for contingencies (fee etc. for the Drainage expert for a preliminary report) by Re. 1.

MR. A. THANU PILLAI :

187. To reduce the allotment of Rs. 10,000 for investigation of a Drainage Scheme for the Trivandrum town by Re. 1.

MR. S. CHATTANATHA KARAYALAR :

188. To reduce the allotment of Rs. 10,000 for Investigation of a Drainage Scheme for the Trivandrum town by Rs. 5.

MR. A. THANU PILLAI :

189. To reduce the allotment of Rs. 10,000 for Investigation of a Town Planning Scheme for the Trivandrum town by Re. 1.

MR. K. SANKARAN :

190. To reduce the allotment of Rs. 3,62,170 for Original Works by Re. 1.

MR. S. J. NAIR :

191. To reduce the allotment of Rs. 3,62,170 for Original Works by Re. 1.

MR. M. SIVATANU PILLAI :

192. To omit the allotment of Rs. 800 for closing breaches in Kakad road

MR. N. E. VAUGHSE :

193. To reduce the allotment of Rs. 33,490 for maintenance or annual repairs by Re. 1.

MR. S. NILAKANTA PILLAI :

194. To reduce the allotment of Rs. 26,01,892 for Executive by Rs. 100.

MR. K. R. ELENKATH :

195. To reduce the allotment of Rs. 26,01,892 for Executive by Re. 1.

MR. N. E. VARUGHESE :

196. To reduce the allotment of Rs. 26,01,892 for Executive by Re. 1.

MR. R. SAMBASIVA AIYAR :

197. To reduce the allotment of Rs. 26,01,892 for Executive by Re. 1.

MR. A. S. DAMODARAN ASAN :

198. To reduce the allotment of Rs. 27,18,447 for Executive by Re. 1.

MR. N. ABDUR RAHIMAN SAHIB :

199. To reduce the allotment of Rs. 27,18,447 for Executive by Re. 1.

MR. T. KRISHNA PILLAI :

200. To reduce the allotment of Rs. 27,18,447 for Executive by Rs. 5.

MR. S. KRISHNA PILLAI :

201. To reduce the total allotment of Rs. 26,40,506 for Buildings, Communications and Miscellaneous Public Improvements, excluding the electrification of Government buildings etc., by Re. 1.

MR. S. KRISHNA PILLAI :

202. To reduce the allotment of Rs. 26,40,506 for Buildings, Communications, etc., by Re. 1.

MR. S. J. NAIR :

203. To reduce the total allotment of Rs. 26,40,506 for Buildings, Communications, etc., by Re. 1.

MR. K. R. ELENKATH :

204. To reduce the total allotment of Rs. 26,40,506 for Buildings, Communications, etc., by Re. 1.

MR. R. SAMBASIVA AIYAR :

205. To reduce the total allotment of Rs. 26,40,506 for Buildings, Communications, etc., by Re. 1.

- MR. R. SAMBASIVA AIYAR :**
201. To reduce the total allotment of Rs. 26,40,506 for Buildings, Communications, etc., by Re. 1.
- MR. S. J. NAIR :**
207. To reduce the total allotment of Rs. 26,40,506 for Buildings, Communications, etc., by Rs. 2.
- MR. K. MAHOMED :**
208. To reduce the total allotment of Rs. 27,42,595 for Public Works Department by Re. 1.
- MR. E. K. KUNJURAMAN :**
209. To reduce the total allotment of Rs. 27,42,595 for Public Works Department by Re. 1.
- MR. K. KUNJUKRISHNA PILLAI :**
210. To reduce the total allotment of Rs. 27,42,595 for Public Works Department by Re. 1.
- MR. A. EASWARA PILLAI :**
211. To reduce the total allotment of Rs. 28,81,900 for Public Works Department by Re. 1.
- MR. KAINIKKARA M. PADMANABHA PILLAI :**
212. To reduce the total allotment of Rs. 28,81,900 for Buildings, Communications and Miscellaneous Public Improvements by Re. 1.
- MR. S. NILAKANTA PILLAI :**
213. To reduce the allotment of Rs. 2,44,800 for Original Works by Rs. 5.
- MR. A. S. DAMODARAN ASAN :**
214. To reduce the allotment of Rs. 2,44,800 for Original Works by Re. 1.
- MR. A. S. DAMODARAN ASAN :**
215. To reduce the allotment of Rs. 2,44,800 for Original Works by Re. 1.
- MR. V. RAMAKRISHNA PANICKAR :**
216. To reduce the allotment of Rs. 2,44,800 for Original Works by Re. 1.
- MR. T. P. VELAYUDHAN PILLAI :**
217. To reduce the allotment of Rs. 48,900, for Establishment by Re. 1.
- MR. S. J. NAIR :**
218. To reduce the allotment of Rs. 48,900 for Establishment by Re. 1.
- MR. T. P. VELAYUDHAN PILLAI :**
219. To reduce the total allotment of Rs. 2,87,700 for Protective Irrigation by Re. 1.
- MR. S. NILAKANTA PILLAI :**
220. To reduce the total allotment of Rs. 2,87,700 for Protective Irrigation by Rs. 100.
- MR. N. K. KRISHNA PILLAI :**
221. To reduce the total allotment of Rs. 2,87,700 for Protective Irrigation by Re. 1.
- MR. E. V. KRISHNA PILLAI :**
222. To reduce the total allotment of Rs. 2,87,700 for Protective Irrigation by Rs. 10.
- MR. S. J. NAIR :**
223. To reduce the total allotment of Rs. 2,87,700 for Protective Irrigation by Re. 1.
- MR. M. K. MADHAVAN PILLAI :**
224. To reduce the total allotment of Rs. 2,87,700 for Protective Irrigation by Re. 1.

MR. S. CHATTANATHA KARAYALAR :

225. To reduce the total allotment of Rs. 2,87,700 for Protective Irrigation by Rs. 5.

MR. R. SAMBASIVA AIYAR :

226. To reduce the total allotment of Rs. 2,87,700 for Protective Irrigation by Re. 1.

MR. T. KRISHNA PILLAI :

227. To reduce the total allotment of Rs. 2,87,700 for Protective Irrigation by Rs. 5.

MR. A. THANU PILLAI :

228. To reduce the total allotment of Rs. 2,87,700 for Protective Irrigation by Re. 1.

MR. S. J. NAIR :

229. To reduce the total allotment of Rs. 2,87,700 for Protective Irrigation by Re. 1.

MR. R. SAMBASIVA AIYAR :

230. To reduce the total allotment of Rs. 2,87,700 for Protective Irrigation by Re. 1.

MR. K. PADMANABHAN :

231. To reduce the total allotment of Rs. 17,900 for Irrigation Capital Account (Kodayar Project Works) by Rs. 10.

MR. K. PADMANABHAN :

232. To reduce the allotment of Rs. 3,29,900 for the Willingdon Water Works by Rs. 10.

MR. A. THANU PILLAI :

233. To reduce the allotment of Rs. 94,325 under XXVII Willingdon Water Works (working expenses) by Re. 1.

MR. T. T. KESAVAN SASTRI :

234. To reduce the total allotment of Rs. 36,01,731 under Demand II by Re. 1.

MR. S. NILAKANTA PILLAI :

235. To reduce the total allotment of Rs. 36,01,731 under Demand II by Rs. 5.

MR. S. NILAKANTA PILLAI :

236. To reduce the total allotment of Rs. 36,01,731 under Demand II by Rs. 2.

MR. M. K. MADHAVAN PILLAI :

237. To reduce the total allotment of Rs. 36,01,731 under Demand II by Re. 1.

MR. S. J. NAIR :

238. To reduce the total allotment of Rs. 36,01,731 under Demand II by Re. 1.

MR. S. J. NAIR :

239. To reduce the total allotment of Rs. 36,01,731 under Demand II by Re. 1.

MR. S. J. NAIR :

240. To reduce the total allotment of Rs. 36,01,731 under Demand II by Re. 1.

MR. S. J. NAIR :

241. To reduce the total allotment of Rs. 36,01,731 under Demand II by Re. 1.

MR. S. J. NAIR :

242. To reduce the total allotment of Rs. 36,01,731 under Demand II by Re. 1.

MR. S. J. NAIR :

243. To reduce the total allotment of Rs. 36,01,731 under Demand II by Re. 1.

MR. S. J. NAIR :

244. To reduce the total allotment of Rs. 36,01,731 under Demand II by Re. 1.

MR. S. J. NAIR :

245. To reduce the total allotment of Rs. 36,01,731 under Demand II by Re. 1.

MR. S. J. NAIR :

246. To reduce the total allotment of Rs. 36,01,731 under Demand II by Re. 1.

MR. S. J. NAIR :

247. To reduce the total allotment of Rs. 36,01,731 under Demand II by Rs. 5.

MR. S. J. NAIR :

248. To reduce the total allotment of Rs. 36,01,731 under Demand II by Rs. 2.

MR. S. J. NAIR :

249. To reduce the total allotment of Rs. 36,01,731 under Demand II by Re. 1.

MR. CHANGANACHEERY K. PARAMESVARAN PILLAI :

250. To reduce the total allotment of Rs. 36,01,731 under Demand II by Re. 1.

MR. K. M. KRISHNAN :

251. To reduce the total allotment of Rs. 36,01,731 under Demand II by Rs. 10.

DEPUTY PRESIDENT : My opinion is that the whole demand is to be put to the vote at a definite time. I gave notice to the House that it must be put to vote at 4.30 and I hope the House agrees with me.

I put Demand No. II—Public Works—for Rs. 36,01,731 minus Rs. 5 to the vote of the House.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*) : I oppose the Demand being passed.

The motion was put to vote and declared carried.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*) : I demand a poll.

A poll was taken and the House divided as follows.—

AYES—31.

1 Mr. N. Abdur Rahiman Sahib	17 Mr. P. K. Narayana Pillai
2 „ K. C. Abraham	18 „ G. Nilakantan
3 „ T. K. Alexander	19 „ R. Nilakanta Pillai
4 „ V. T. Chacko	20 „ K. P. Padmanabha Menon
5 „ Antony George	21 „ N. K. Padmanabha Pillai
6 „ K. George	22 Rao Sahib S. Paramesvara
7 „ M. Mahomed Haneef	Aiyar
8 „ N. John Joseph	23 Mr. Kayalam Paramesvaran
9 „ K. C. Karunakaran	Pillai
10 „ T. T. Kesavan Sastri	24 „ V. Ramakrishna Panickar
11 „ K. M. Krishnan	25 Rao Bahadur N. Ramanuja
12 Rao Sahib Dr. N. Kunjan	Aiyangar
Pillai	26 Mr. R. Sambasiva Aiyar
13 Mr. C. V. Kunjuraman	27 „ K. Sankaran
14 „ K. Madhavan	28 „ R. M. Statham
15 „ K. Mahomed	29 „ P. K. Thomas
16 „ P. C. Narayanan Bhattatiri-	30 „ T. C. Thommen
pad	31 „ G. B. E. Truscott

NOES -23.

1 Mr. S. Chattanatha Karayalar	12 Mr. K. Kunjukrishna Pillai
2 „ P. Chidambaram Pillai	13 „ M. N. Nair
3 „ A. S. Damodaran Asan	14 „ K. A. Narayana Pillai
4 „ A. Easwara Pillai (<i>Kettara-kara</i>)	15 „ Pacode A. Narayana Pillai
5 „ K. R. Elenkath	16 „ S. Nilakanta Pillai
6 „ S. J. Nair	17 „ Edavanatt S. Padmanabha Menon
7 „ K. P. Krishna Menon	18 „ Changanachery K. Paramesvaran Pillai
8 „ Pottayil S. Krishna Panicker	19 „ M. Sivatanu Pillai
9 „ N. K. Krishna Pillai	20 „ A. Thanu Pillai
10 „ Puthupaili S. Krishna Pillai	21 „ S. Thiraviam Nadar
11 „ T. Krishna Pillai	22 „ V. K. Velappan Nair
	23 „ T. P. Velayudhan Pillai

NEUTRALS—5.

1 Mr. A. Easwara Pillai (<i>Kalkulam II</i>)	3 Mr. K. M. Kuriakose
2 „ T. S. Jayantan Nambootiri	4 „ M. K. Madhavan Pillai
	5 „ N. E. Varughese

The motion was declared carried.

The grant was made.

DEMAND III.—ELECTRICAL DEPARTMENT.

MR. K. P. PADMANABHA MENON (*Electrical Engineer*): Sir, I move for a grant of Rs. 24,87,608 under Demand III—Public Works—Electrical Department.

Motion No. 252.

MR. N. JOHN JOSEPH (*Nominated*): സർ, എലക്ട്രിക്കൽ ഡിപ്പാർട്ടുമെന്റിലെ എസ്റ്റാബ്ലിഷ്മെന്റു വകയ്ക്കു നീക്കിവച്ചിട്ടുള്ള ൧൪,൦൩൦ രൂപായിൽനിന്നും ഒരു രൂപാ കറയ്ക്കണമെന്നുള്ള ഉപക്ഷേപത്തെ ഞാൻ ഇവിടെ അവതരിപ്പിച്ചുകൊള്ളുന്നു. ഈ ഉപക്ഷേപം ഇവിടെ കൊണ്ടുവന്നത്, എലക്ട്രിക് ഡിപ്പാർട്ടുമെന്റിൽ അധഃകൃതർക്കു കൂടുതൽ പ്രോത്സാഹനം ഉദ്യോഗവിഷയത്തിൽ കൊടുക്കണമെന്നുള്ളതിനെപ്പറ്റി ഗവണ്മെന്റിനെ ഉൽബോധിപ്പിക്കുവാനാണ്. ഒരു പുതിയ ഡിപ്പാർട്ടുമെന്റു സ്ഥാപിക്കുമ്പോൾ അവിടെ അധഃകൃതർക്കു കൂടുതൽ പ്രോത്സാഹനം കൊടുക്കുവാൻ ആ ഡിപ്പാർട്ടുമെന്റു മേലദ്ധ്യക്ഷനു വേണ്ടിത്തോളം സൗകര്യമുണ്ടെന്നുള്ളതു് തർക്കമറ്റ സംഗതിയാണ്. മറ്റു ഏതു ഡിപ്പാർട്ടുമെന്റിലായാലും ഒരു പുതിയ നിയമനം ഉണ്ടാക്കുമ്പോൾ അടുത്ത അവകാശികൾ ധാരാളമായിരിക്കണം.